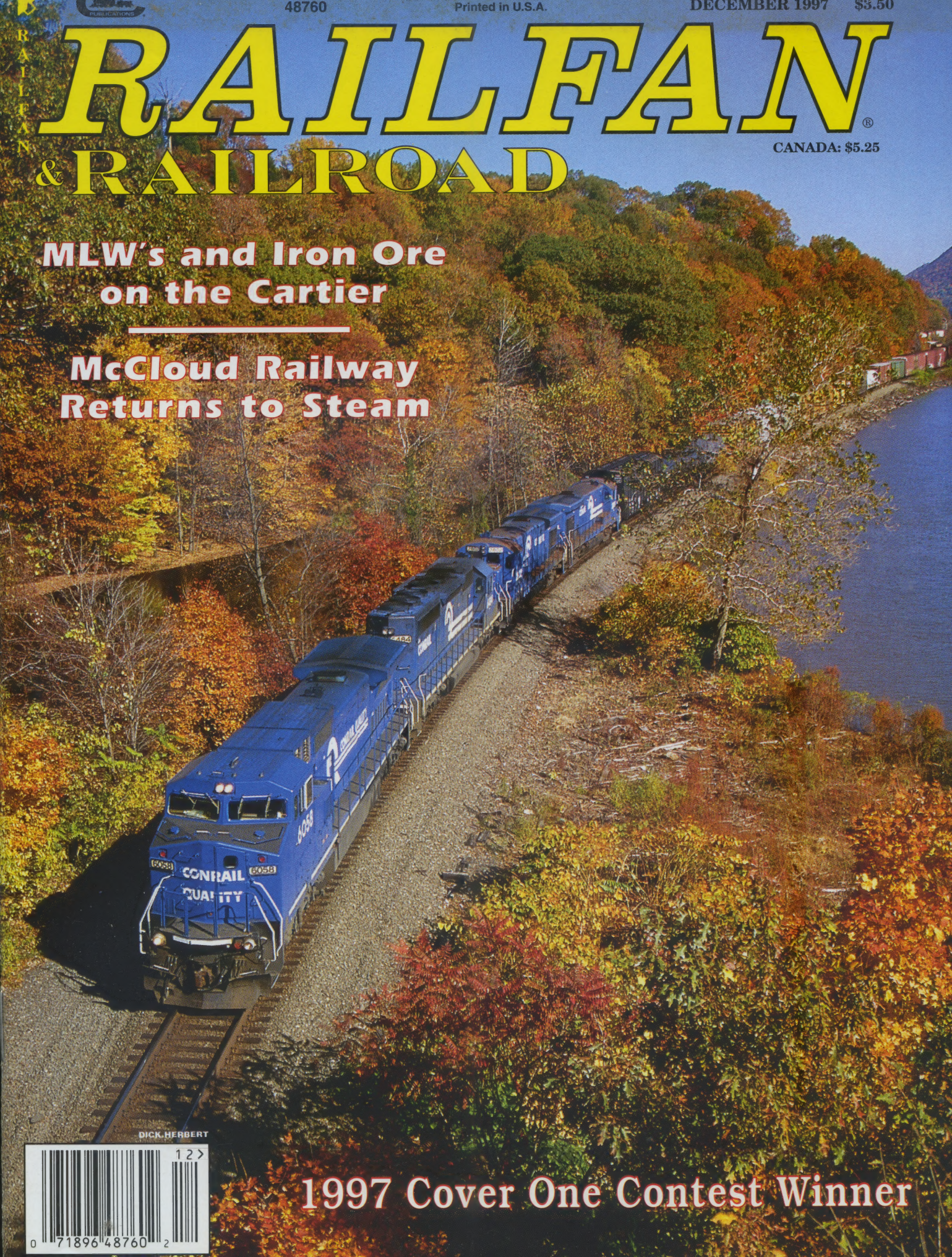
48760 Printed in U.S.A. DECEMBER 1997 $3.50

RAILFAN & RAILROAD

CANADA: $5.25

MLW's and Iron Ore on the Cartier

McCloud Railway Returns to Steam



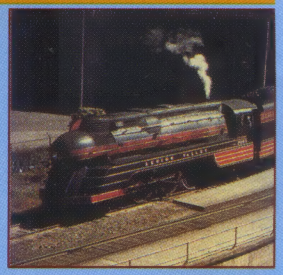
DICK HERBERT

1997 Cover One Contest Winner

12
0 71896 48760 2

NEW RELEASES FROM MARK I VIDEO!

Memories of the LEHIGH VALLEY RAILROAD



VOLUME III: STEAM & DIESEL, 1946 - 1956

This fine collection features 16mm archive film shot from New York Harbor to Buffalo! Enjoy thrilling steam and diesel action from the Golden Years of the Lehigh Valley Railroad! Highlights include: • New York Harbor scenes featuring LV tugboat *Athens* and the launching of the tug *Wilkes-Barre* • Exquisite winter scenes at Allentown with PAs • Wreck scenes at White Haven and Mehoopany with steam cranes • Coxton Yard action includes 4-8-4 with freight, and car retarder yard • Extremely rare footage of Vulcan 2-10-0 built for Turkish Railways in pusher service on LV, plus train of 22 Turkish 2-10-0s pulled by LV 4-8-4 with 4-unit FT pusher • Santa Claus train at Towanda with 4-6-0 1137, filmed in 1946 • Buffalo station with PAs, plus dockside coal loading operations • Cab rides in 4-8-4, 4-6-2, and FT locomotives.

VOLUME IV: THE FINAL DECADE, 1966 - 1976

This exciting full-color program offers a colorful collection of LV diesels from four different builders. Thrill to multi-unit lashups pulling heavy freight trains along the scenic LV Main Line from Easton to Victor! Locomotives featured include: • Baldwin DS 4-4-1000 • Alco FA, RS2, RS3, C420, C628 • New GE U23s • EMD F7, GP9, GP18, GP38-2, NW1, SW8, SW900 • Scenic locations include Easton, Lehigh Gap, Mauch Chunk, Sayre, and Geneva. Enjoy a colorful panorama of paint schemes!

MORE EXCITING LEHIGH VALLEY ACTION!!

Memories of the LEHIGH VALLEY RAILROAD Volume I: First-Generation Diesels • Main Line action Newark - Lehighton • LV passenger trains pulled by PRR GG1s • Engine change at NK Tower • PAs on passenger trains, wide variety of freight power • Full color archive film.

Memories of the LEHIGH VALLEY RAILROAD Volume II: Steam and Diesel Highlights include: • Main Line action, Bound Brook, NJ to Manchester Yard • Steam power (including streamlined *John Wilkes*) at Sayre • New GP38-2s and U23s • Extended action sequences at Sayre and Geneva • Full color except 1940 action at Sayre.

NOTE: There is no duplication of materials on this four volume set.

Each Volume is 30 minutes long, retails for **$24.95**, and features our famous synchronized soundtracks, maps, and location graphics. No narration.

SUMMER STEAM SPECTACULAR

VOLUME I: THE FABULOUS 4-8-4s
• UP 844 • SP 4449 • MILW 261 • C&O 614

In June and July, 1997, four famous 4-8-4s blasted down main lines from coast to coast to creating an unforgetable Steam Show of the Decade! MARK I VIDEO was the *only* video company to cover ALL FOUR 4-8-4s.

- UNION PACIFIC 4-8-4 844 - Five MARK I VIDEO camera crews captured the 844 in action. Super scenery!
- MILWAUKEE ROAD 4-8-4 261 - Great pacing on BNSF Main Line along Mississippi River, plus runbys!
- SOUTHERN PACIFIC 4-8-4 4449 - *Daylight* action along Columbia River and Yakima Canyon to Stampede Pass.
- CHESAPEAKE & OHIO 4-8-4 614 - Helicopter and *ChoochCam II* mini-cam sequences! Multi-crew coverage!

MARK I VIDEO IS THE OFFICIAL VIDEO COMPANY OF C&O 614.

VOLUME II: A FESTIVAL OF STEAM

Shot from May to July, 1997, steam locomotives of three different gauges put on a great show as they blast across your TV screen. Here's what you'll see on this fine full-color program:

- CASS SCENIC RAILROAD RAILFAN WEEKEND - Standard-gauge Shays 2, 4, and WM 6 in action
- EDAVILLE RAILROAD REVIVAL - First Edaville steam operation since 1991 features B&HR 2-4-4T 7.
- MAINE NARROW GAUGE RAILROAD - First two-foot gauge freight and doubleheader in Maine in 55 years!
- OHIO CENTRAL RAILFAN WEEKEND - Superb double- and triple-headed steam action!
- CUMBRES & TOLTEC SCENIC RAILROAD - Spectacular snow plow operation with Rotary OM.
- NEVADA NORTHERN RAILROAD - featuring 4-6-0 40 and 2-8-0 93 during NRHS Convention.
- HEBER VALLEY RAILROAD - Enjoy great stack talk as Union Pacific 2-8-0 618 pulls NRHS excursion trains!
- WESTERN MARYLAND SCENIC RAILROAD - 2-8-0 734 pulls a charter coal train over the scenic line!

Both programs hosted and narrated by Jim Boyd, produced by Marc S. Balkin. Release date mid-October.

Each title runs 90 minutes, retails for **$34.95,** and features stereo soundtracks.

NORTHLANDZ - The World's Largest Model Railroad

Join MARK I VIDEO for an exciting tour of this 52,000-square-foot facility, listed in the Guinness Book of Records' as the World, Largest Model Railroad. Employing the latest digital video equipment and many innovative new techniques, producer Marc S. Balkin has created a masterpiece depicting the great Northlandz dioramas in all their majestic grandeur! You'll enjoy spectacular scenic vistas and exciting "helicopter" sequences, and even "ride the train" with our unique new HO-scale *Mini ChoochCam.* Add this fine program to your collection today!

MARK I VIDEO IS THE OFFICIAL VIDEO COMPANY OF NORTHLANDZ.

This full-color Official Northlandz Video runs 45 minutes, retails for **$27.95**, and is narrated by Jim Boyd.

MORE GREAT RAILROAD PROGRAMS FROM MARK I VIDEO

RETURN OF A THOROUGHBRED - Official C&O 614 Video has chopper shots, *ChoochCams*, super runbys! 150 Min., ... **$39.95**

FT 103 - Definitive history of Electro-Motive includes restoration of original FT, EMD open house. 2 Hours, ... **$39.95**

ALCOS, IRON ORE, AND MORE! - Jim Boyd finds exotic Alcos and Baldwins on Lake Michigan's Upper Peninsula. 1 Hour, ... **$29.95**

CLOSE UP: 3985 - The *BEST VIDEO* on the Challenger has *ChoochCams,* cab ride, night action, great runbys. 1 Hour, . . **$29.95**

MASSACHUSETTS' MAINE ATTRACTION - Charming program on Edaville also has original Maine 2-foot action! 1 Hour, ... **$29.95**

MEMORIES OF PENNSY STEAM - Full-color action program features many scenes of T-1 4-4-4-4s! 30 Min., ... **$24.95**

ORDERING INFORMATION:
Add $5 shipping/handling/insurance charge for first tape, $1 each additional title. NJ residents add 6% sales tax to cost of tapes. Specifications subject to change without notice. **SPECIAL!** Order 2 tapes, deduct 5% from cost of tapes. Order 3 or more tapes, deduct 10%!

MARK I VIDEO

Toll Free Order Hotline
1-800-66-MARK 1

P.O. Box 404 • New Milford, NJ 07646 • 1-201-261-8444

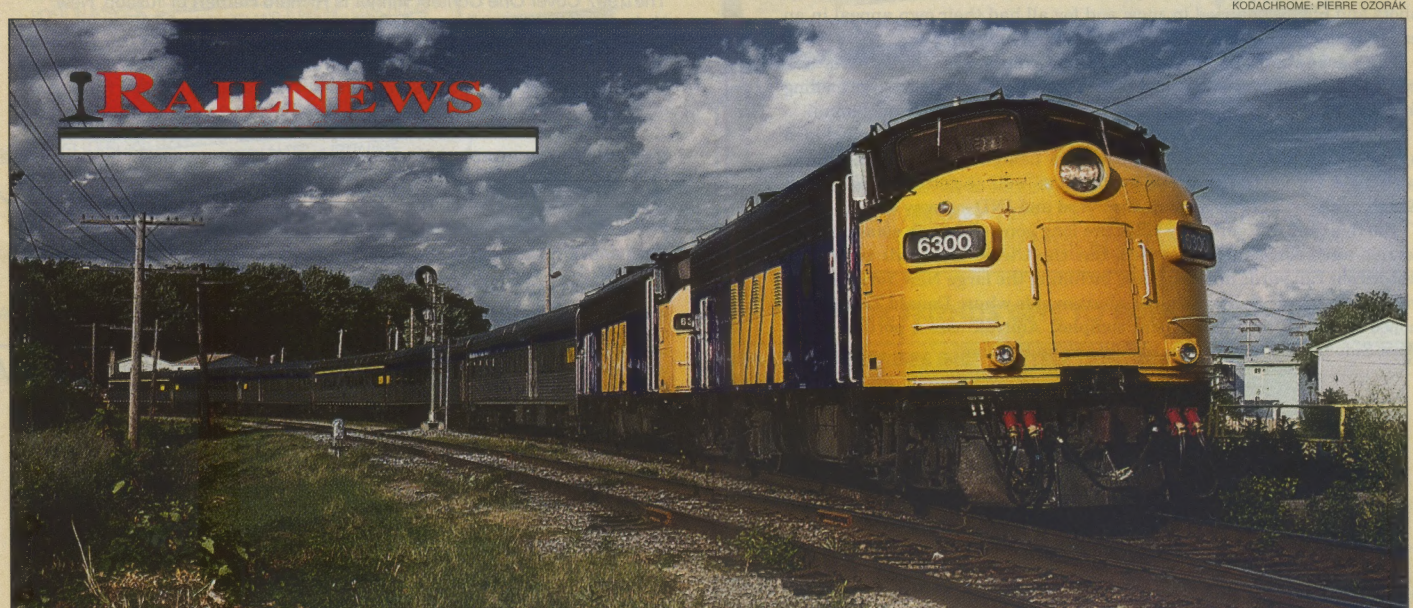
NEW PAINT SCHEMES have recently appeared on both Burlington Northern Santa Fe and CP Rail. BNSF Dash 9-44CW 740 was displaying the new colors at Argentine Yard in Kansas City on September 9, 1997. The nose herald **(right)** features the initials "BNSF" and cigar bands that wrap back around the nose with graphics that are carried down the sides of the engine. CP Rail has embraced their heritage and gone back to the name CANADIAN PACIFIC replete with the "Beaver" herald. CP GE AC4400CW 9581 **(below)** shows off the new herald on a basically unchanged red carbody. See RAILNEWS.

CANADIAN PACIFIC PHOTO

TOP AND ABOVE KODACHROMES: DAN MUNSON

VIA FP9Au's HAVE RETURNED TO ACTIVE SERVICE on combined trains 600/604 (**below**) between Montreal and Jonquierre and Senneterre with HEP-equipped FP9Au's 6300 (ex-VIA 6524, nee-CN 6524) and 6307 (ex-VIA 6515, nee-CN 6515). The train was making a stop on Thursday, July 31, 1997, in Pointe-aux-Trembles, Quebec, the train's second-to-last stop before reaching Montreal's Central Station from the north. See RAILNEWS.

KODACHROME: PIERRE OZORÁK



CHICAGO GREAT WESTERN
Iowa In The Merger Decade

This book by Phillip R. Hastings captures the last decade of this fascinating, independent Iowa operation before the CNW. Here are superb train shots: F-units in their glory, NW2s, Geeps, Alco-units, Baldwin DS44-10s, the Oelwein Shops, and snow plows keeping the tracks clear. Historical highlights put the CGW in its proper perspective. 80pp,
(C00039).....$12.95+S&H

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILPACE

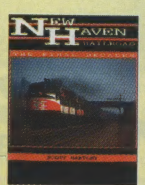
Book Sale!

Buy any RAILPACE publication shown below at regular price, get a second title *of equal or lesser value for*

HALF PRICE!

Only with this COUPON or a Facsimile!

All Aboard Amtrak **$49.95**



NEW HAVEN RR **$49.95**

CONRAIL Vol. 2 **$39.95**

GUILFORD — 5 years of Change **$30.00**

NJ TRANSIT Rail Operations **$29.95**

NJ Residents add 6% sales tax
Prices are postpaid ★ Immediate shipping
Mail this coupon or a facsimile to
RAILPACE COMPANY, INC.
PO BOX 927
PISCATAWAY, NJ 08855-0927
VISA/MasterCard welcome:
Phone or Fax: (732) 752-6355

FANMAIL

Steaming through the Royal Gorge

Steve Barry's commentary (R&R MARKERS, October 1997) on the reactions to the operation of the Union Pacific *Royal Gorge Steam Special* sponsored by the Central Coast Chapter NRHS this past June are worthy of some added observations.

We did a passenger survey on the final day of the three-day excursion, and almost all who responded were enthusiastic in their response to the trip. Yes, we had some problems with buses (try to coordinate bus operations when 600 people hit the ground within five minutes and the buses have been run off UP property by local police to make room for townspeople to park — and the buses are nowhere to be seen!). Yes, photo stop locations were disappointing, but as Steve Lee pointed out, on the key day when we ran from Cañon City to Grand Junction the pilot crew showed up with four hours time already accumulated so out the window went planned photo stops at Salida and Brown's Canyon.

Many fans do not understand the major financial risk involved in sponsoring such a trip. Because of the financial implications and the desire of the Union Pacific to have an experienced sponsor who could accomplish all the planning and logistics work associated with a multi-day trip, the list of acceptable sponsors got very short. Central Coast NRHS got the nod because of a meeting with UP officials in Omaha in September, 1996. Formal approval did not come until January 1997, and Central Coast naturally went to the tour operator network developed by now-defunct Pacific Limited Group. Tour operators took 400 of the 600 available seats, putting us close to break-even. Our internet website allowed us to sell the remaining tickets in a very short time.

Immediately, we began to take shots over the web for not reserving tickets for NRHS members coming to the convention and for using "gouging" tour operators. NRHS president Greg Molloy put the NRHS connection in perspective by writing that there was none. The steam special was treated as an independent chapter operation that just happened to end in the convention headquarters city. Central Coast had taken on the trip with no financial or other help from the NRHS national organization. We did, however, bring the UP excursion train, with the 844, to the 1997 convention, and the train was turned over to the Promontory Chapter who got all the proceeds from the convention trips. Of the five tour operators who supported the trip, two represented NRHS chapters, one was closely associated with an NRHS chapter and one is a longtime operator of rail oriented tours and a longtime supporter of Pacific Limited.

We endured the usual hearsay that the trip was cancelled and that the 844 would not be on the train, all quoting "railroad sources" This kind of irresponsible rumor mongering had been experienced every year that Pacific Limited operated trips.

Fans should take time to understand that all the work for these trips is done by unpaid volunteers. Multi-day trips involve extensive financial, marketing, logistics and operations planning. On-train operations required 46 volunteers from Central Coast to provide passenger services and we were all bone-weary at the end of the trip. Imagine how the UP Steam Team felt, because their hours were longer than ours. The chasers got full benefit of the trip and better pictures than the paying passengers but still complained about lack of authenticity or the inclusion of the E9s in the consist.

Finally, there should be loud cheers for the Union Pacific for allowing Central Coast to operate the trip. There is absolutely nothing in it for the railroad when they run an excursion trip over a stretch of railroad that

NEW YORK CENTRAL 1998 CALENDAR
Color cover. Thirteen photos inside.
Historical information. $7.45 each.
Ohio residents include .43 sales tax.
New York Central System Historical Society, Inc., Dept. C. Box 58994 Philadelphia, Pa. 19102-8994

BOOKS by EDGAR T. MEAD
Narrow Gauge to Hills, Two Foot Gauge, Three Foot Gauge.
AT YOUR DEALER OR $25
BOX 292, ETNA, NH 03750

The Louisiana & Arkansas Railway
The Story of a Regional Line
JAMES R. FAIR

This first history traces the expansion of the L&A from the early boom days of railroading to the modern era of takeovers. Generously illustrated with photographs, maps, and diagrams, the book tells the story of a premier line that remained enduringly profitable until absorbed by the KCS.

176 pages 8 1/4 x 10 3/4 80 b/w illus. $47.95 cloth

VISA/MC Ask for our complete list of books on American railroads

Northern Illinois University Press
DeKalb, Illinois 60115 phone 815-753-1075 fax 815-753-1845

is about to be abandoned. Yet, UP executive vice president Jack Koreleski arranged for other uses of the train while it was in Salt Lake City to help justify the trip and bring the price down for Central Coast. We at Central Coast NRHS fully appreciate the significance of UP's operation of the *Royal Gorge Steam Special* and the efforts of Jack Koreleski, UP assistant vice president Cheryl Lewis and the Steam Team to make it happen, and so should every active railfan across the land!

Lighten up, folks.

HAL LEWIS
San Jose, Calif.

Prairie Land's SW1

The Prairie Land SW1 on page 66 of the October '97 issue of R&R was not built for the Patapsco & Back River as indicated. In fact the P&BR was its third owner. The SW1 was built by EMC in June 1940 with construction number 1088 for Bethelehem Steel affiliate Philadelphia, Bethlehem & New England as their No. 212 and later renumbered 12. It was moved to Bethlehem Steel's Cornwall, Pennsylvania, pelletizing plant as their No.12, then went to the P&BR as their No.155. It was then sold to Iowa Electric Light & Power as No.52 at their Prairie Creek Plant in Cedar Rapids, Iowa. The name of Iowa Electric was changed to IES Utilities. IES does have a plant in Omaha, Nebraska, and the unit *may* have worked there as well.

BILL MCBRIDE
Industrial Locomotive Archives
Cortlandt Manor, N.Y.

More locomotive lineage

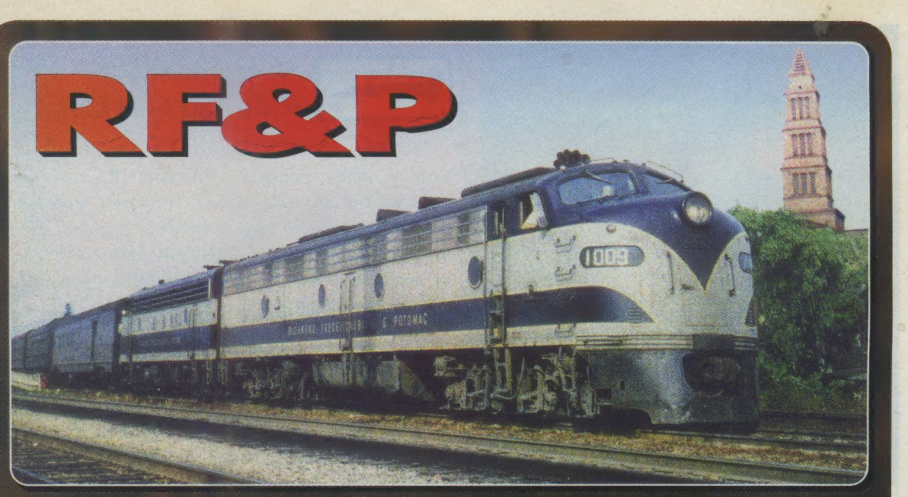
Hudson Bay Railway GP35 2502, pictured on page 64 of the September '97 R&R, was originally SP 7483, later renumbered 6595. It went from the SP to the Northwestern Pacific as NWPR 6595 before going to OmniTRAX.

Also, Railway Switching Services of Missouri 2020 on page 27 is an SW8, not an SW9, and was built as U.S. Army 2020.

KEN ARDINGER
Port Orchard, Wash.

NYS&W 1998 CALENDAR
14 Color Photos, New Larger Format
$8.95 + 2.00 Postage
order from:
NYS&WT&HS
PO Box 121, Rochelle Park, NJ 07662-0121

Doubleheaded Pacifics!
1286 + 1238:
VIRGINIA CENTRAL TO CLIFTON FORGE
Rare trips! Ex-CP G5 4-6-2's **1286** and **1238** running on CSX between Charlottesville and Clifton Forge during October 1993, with 50 mph runbys and doubleheader pacing with live sound. **60 Min.** **$29.95**
Pacing Images
R. Bruce Manwiller
125 Summers Drive
Beaver Falls, PA 15010
(PA residents add 6% sales tax)



The Richmond, Fredericksburg and Potomac Railroad had its origins way back in the Nineteenth Century and had continued as a separate and unique entity until October 1991 when it was brought into the CSX.

This tape begins with RF&P Steam action on the Road, followed by First Generation Diesels and then great scenes shot on the hundred mile long line just prior to the Roads CSX inclusion.

Fans of the RF&P won't want to miss this New Show.

THIS MONTHS SPECIALS
These tapes are specially priced at $29.95 each
Send two 32¢ stamps for a color catalog of more than 50 tapes
plus $3.95 each S. & H.
mention this ad for the special price
VISA orders phone toll-free MasterCard
1-800-225-8203
or send check or money order to
JMJ PRODUCTIONS
P.O. BOX 4449
HOLLYWOOD, FL 33083

RAILROAD FILM 1
Two, 16mm color and sound Railroad Films from 1950. "SHINING RAILS" shows NYC, N&W, SP and ATSF Steam, VGN and PRR Electrics and Alco PA's and FA's. "YOU AND YOUR RAILROADS" is an AAR film, and contains a great variety of Steam and Diesels.
RR1 40 min. 100% color.

RAILROAD FILM 2
One hour of old silent Steam railroad films covering the L&N, PENNSYLVANIA, CHICAGO & WESTERN INDIANA, WABASH, MONON, GTW, ERIE, SANTA FE, CE&I, N&W, MILWAUKEE ROAD, ROCK ISLAND, CGW. C&NW, CB&Q and NEW YORK CENTRAL
RR2 60 min. 100% b&w.

CALIFORNIA DIESELS
May 1984 found our cameras in California, and we visited some of the State's great locations, including Tehachapi Loop, Cajon Pass, Soledad Canyon and the Feather River Canyon. Great scenes of Santa Fe, Southern Pacific, Union Pacific and Amtrak action abound.
46 min. 284-B

DIESELS ALONG THE MOHAWK & HUDSON
Featuring the former New York Central rails along the Rivers, and more, starting with Vintage Films and Slides of NYC Steam and Diesels from the 40's and 50's, and ending with Broadcast Video of Conrail, Amtrak, and Metro North late 80's operations.
60 min. 388-B

GUILFORD DIESELS ON THE D&H
Guilford action on the D&H was taped just 2 weeks prior to their Bankruptcy filing. The Show starts with film of the 4 Alco PA's that came from the Santa Fe, plus LV and D&H Alco Centuries and U-Boats, followed by a large variety of Guilford Units all over the D&H rails.
60 min. 288-B

SCHRADER'S 1998 Railroad Gift Catalog

Now available, Schrader's "*Newest*" Railroad Gift Catalog. You are sure to find enjoyment while you browse through the large formated 64 pages, all in color, featuring over 850 top quality items. Designed for you, the collector, modeler, and hobbiest. Our unique items are perfect for your home or office.

Please send $1.00 for a catalog to:

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept.**RR**
Fairview, Michigan 48621

Available Soon!

L&N

Louisville & Nashville
Cumberland Valley Division
$30.00

The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.

***NEW!* East Broad Top**
Slim Gauge Survivor $48.00
Call or Write for Other Titles

Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD,
SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

THE DEPOT ATTIC
AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

NYC TRANSIT SYSTEM large brass button, dome-shaped, reads "N.Y.C.T.S.", by Superior, VG $5
'THE "KING" OF RAILWAY LOCOMOTIVES', s/b, 4-7/8 x 7-1/4, "The book of Britain's mightiest passenger locomotive", published by G.W.R. $35
LV 2-1/2 inch blacksmith's hammer, Gd. $25
EJ&E 'What's What on the "J" - Facts for You About Your Railroad' 11/55 booklet, nice cover, Gd. . . .$10
TORONTO TRANS. COM. "Instructions for Operating Personnel - P.C.C. Cars" 1/65 manual, VG. .$15
US&S "Freight Classification Yards Design and Operation" Bulletin No. 155, 1/39, Gd. $60
M&PA Form 19 blank train order, Ex. $1
REA canvas bag, stenciled in black "PROPERTY OF RY. EX. AGY." plus property number, Gd. $10
WEST. ELECTRIC #127F bell box, wooden box houses coils with 2 outside-mounted bells, VG. $100
WP "SYMBOL OF A CITY The story behind San Francisco's fabulous CABLE CARS" brochure published for the 1949 Chicago RR Fair, nice cover, VG.$9
"THE MASS. CENTRAL: QUABBIN'S PHANTOM RAILROAD" by J. R.. Greene, s/b, 8-1/4 x 10-3/4, 104 pgs., 22 B/W photos, maps, illus., history of the B&M Central Mass. Branch from 1869-1883, New .$14.95

SHIPPING IS ADDITIONAL. SEND $2 FOR CATALOG.
WE CARRY 100'S OF NEW BOOK TITLES IN STOCK

PHONE (717) 687-9300

NOW AVAILABLE!
AN ILLUSTRATED HISTORY OF THE NORTHWEST'S OWN RAILWAY

You won't want to miss Volume Two of *The Northwest's Own Railway – The Spokane, Portland & Seattle Railway and Its Subsidiaries* by Walter R. Grande. Volume Two covers the Astoria Line, the Goldendale branch and the many subsidiaries of the SP&S Railway including the Gales Creek & Wilson River Railroad, Oregon Electric Railway, Oregon Trunk Railway, Pacific & Eastern Railway, Spokane & Inland Empire Railroad, United Railways and the non-railroad subsidiaries – Great Northern Pacific Steamship Company and the SP&S Transportation Company. Volume Two is similar to the highly acclaimed Volume One and consists of over 472 pages, and more than 400 photos and maps. To make sure you get this beautiful collector's book, order now.

SPOKANE PORTLAND AND SEATTLE RY.

GRANDE PRESS

Send check or money order for $75 plus $6 shipping ($3.50 each additional) U.S. funds within Continental U.S., plus any foreign postage.
2925 N.W. 159th Terrace, Beaverton, OR 97006-7278. Customer Service (503) 246-3254. Fax (503) 629-9402.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

WATERBURY, CONNECTICUT, November 1. Mixed train to Torrington, Conn., over the Naugatuck Railroad. Daylight and night photo stops, Lumedyne lighting provided. Departs Waterbury 12 noon. Tickets $35 from Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066-0700.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-2 **4501**, GP7L **1829** or GP7L **1824**. Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

November 1 and 8, to Trion, $59, **4501.**
December 12, 13, 14 and 20, to Chickamauga, $50, **diesel.**

SALISBURY, NORTH CAROLINA, November 1-2. Diesel-powered trips with Amtrak Superliner coaches over Norfolk Southern each day. Saturday trip to Roanoke, Va., via ex-N&W "Punkin' Vine" line. Sunday trip to Asheville, N.C., via ex-Southern Loops. Fare $74 per person for each trip. Tickets and information from North Carolina Transportation Museum, Amtrak Excursions, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

UNION PACIFIC 844 is scheduled for a series of trips in Texas and Arkansas. Contact the individual trip sponsors for ticket prices and specific details. For the latest information check the Union Pacific web site at www.up.com.

November 1, Houston to Palestine round trip, diesel power (not the E9s). Tickets $99 coach, $159 dome from Gulf Coast Chapter NRHS, 12335 Kingsride #344, Houston, TX 77024.

November 5-6, Houston-College Station trips for opening of Bush Presidential Library (*very tight security measures for this train, not a public trip*).

November 8, Houston to Tyler, Texas, via the Cotton Belt, one way. Tickets $109 coach, $179 dome from Gulf Coast Chapter NRHS at above address.

November 9, Tyler to Pine Bluff, Ark., with intermediate stops. Coach price $150, dome seating and short segments available. Contact Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 870/541-1819.

SCRANTON, PENNSYLVANIA, November 8. Steam double-header with Canadian Pacific 4-6-2 2317 and Canadian National 2-8-2 3254 from Analomink, Pa., to Steamtown National Historic Site in Scranton and return. All-day option includes two roundtrips from Steamtown to Analomink (steam one way on each roundtrip). All-day trip departs Steamtown 7:30am, returns 7:15pm. Steam double-header departs Analomink 10:45am, returns 4:45pm. All-day tickets $89 adults, $49 children 10 and under; Analomink tickets $49 adults, $29 children. All tickets include admission to Steamtown museum. For reservations call Steamtown at 888/856-2345.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details.

November 8, Historic Pullman tour.
December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
December 26-31, New Orleans via Amtrak.

EAST ELY, NEVADA, November 8-9. Photographers Special on the Nevada Northern Railway featuring 4-6-0 40 and 2-8-0 93. Passenger and freight consists with numerous runbys on both the Keystone and Hiline route, box lunch, western barbeque, night photo session. Tickets $285 from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

THE HAWAIIAN RAILWAY MUSEUM (P.O. Box 1208, Ewa Station, Ewa Beach, HI 96706; 808/681-5461) will hold the following special events. Trains will be powered by diesel 423 and include observation parlor car No.64. Contact the museum for reservations.

November 9, trips at 12:30pm and 2:30PM.
December 5, Ewa Carnival.
December 14, trips at 12:30pm and 2:30pm.
December 28, 50th Anniversary of Oahu Railway & Land trains running on the main line.

PHILADELPHIA, PENNSYLVANIA, November 23. Turkey Trot Trolley Trip over portions of SEPTA's Route 23 using historic PCC. Trip departs Germantown car barn 10am. Tickets $28 from Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899. Information contact Steve Barry at 973/383-3355 9am-5pm ET.

WINNSBORO, SOUTH CAROLINA, November 29-30 and December 6. Train rides with Santa on the Rockton, Rion & Western. Tickets $4.75 adults, $2.75 children. For information contact South Carolina Railroad Museum, 230 Industrial Park Road, Winnsboro, SC 29180; 800/968-5909.

OBSOLETED

September 20-21, 1997

Ohio Central Railfan Weekend

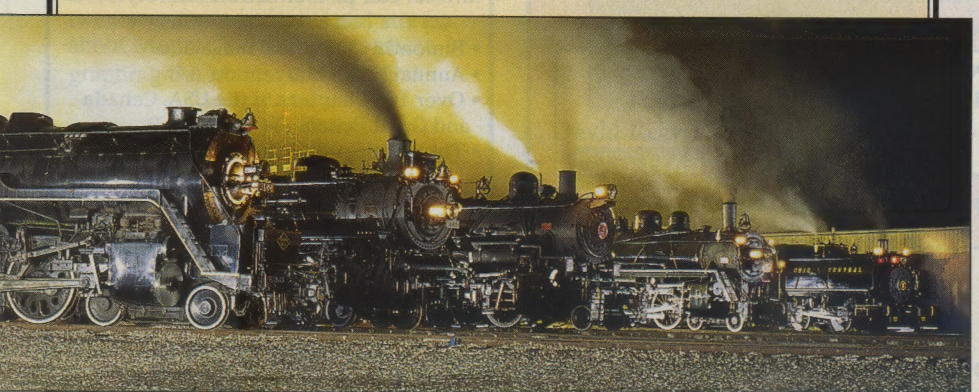
STEAMFEST '97 was held on the Ohio Central Railroad in Coshocton, Ohio, during the weekend of September 20-21, 1997. During the two-day event participants were able to photograph four locomotives under steam.

Saturday's trip headed east from Coshocton to Dennison on the former-PRR Panhandle Division (now Ohio Central System's Columbus & Ohio River) behind ex-Detroit & Mackinac RS3 1077. Upon arrival, the Alco was cut off the east end of the train and former-Canadian National 4-6-0 1551 was put on the west end. Also in Dennison was a twelve-car coal train with a caboose powered by ex-Buffalo Creek & Gauley 2-8-0 13. The two trains proceeded back to the road's shop at Morgan Run, with both performing numerous runbys. At Morgan Run the smallest of Ohio Central's steam power, 0-4-0T No.3, was running. A night photo session was held Saturday evening with 1551 and 13 on their respective trains for the first scene (**below**) and an impressive five-locomotive line-up featuring ex-Reading 4-8-4 2100, ex-Canadian Pacific 4-6-2 1293, ex-BC&G 13, ex-CNR 1551 and switcher 3 (**bottom**). The 2100 was the only one not under steam.

On Sunday the passenger train went west on the Panhandle behind 1293, while the freight ran on the Ohio Central's parallel ex-Wheeling & Lake Erie line with 1551 and 13 doubleheaded. The two lines run 25 yards or so apart for several miles, allowing for side-by-side pacing with the freight dropping back, then passing the passenger train repeatedly, as well as photo runbys with both trains, such as at Conesville (**above**).

Thanks go out to Ohio Central's owner Jerry Jabobson, chief mechanical officer Grant Geist, trainmaster Danny Varien and the rest of the SteamFest organizers for putting together an excellent railfan event — STEVE BARRY and JIM BOYD.

THREE FUJI VELVIAS: JIM BOYD / LUMEDYNE LIGHTING BY STEVE BARRY, JOE CALISI, FRED JONES and JOHN TULLY



"NO MORE MINDLESS RUNBYS"

Our tapes show the whole train

***New* "Montana Rail Link in the Rockies"**

Montana Rail Link is one of the largest and most dynamic of the new Regional Railways. This video shows over 30 hours of awesome action on MRL in the Rocky Mountains on Mullan Pass with its steep grades and on both sides of Winston Hill east of Helena in July 1997. Three sets of pushers based at Helena are kept busy. 108 min. $29.95

New "CP Around Kicking Horse Pass"

The Canadian Pacific's main transcontinental line through the Rockies runs over spectacular Kicking Horse Pass in Banff and Yoho National Parks. The famous Spiral Tunnels are on the steeply graded west slope and the east slope follows the scenic Bow River. This video shows 32 hours of action between Morant's Curve along the Bow River and Golden at the base of the lower Kicking Horse Canyon in July 1997. 106 min. $29.95

***New* "Wisconsin Central 1997"**

This new tape on the WC concentrates on operations north of Stevens Point and on changes since our last look at the WC in 1995. This tape shows trains around Neenah on the Bradley sub across northern WI the new trackage around Escanaba including the ore line the former GB&W line to East Winona and on the busy and congested Minneapolis and Superior subs. it concludes with 24 hours of action around Junction City a real WC hot spot all shot in May 1997. 2 hrs. 23 min. $31.95.

***New* "BC Rail's North End"**

This tape covers operations on BC Rail lines north of Prince George. The six axle ALCO's are gone but the remaining four axle ALCO's make the North End their home. This tape shows trains on the Dawson Creek and Fort Nelson lines and then 24 hours of action on the Chetwynd sub north of Prince George BC Rail's busiest line all shot in July of 1997. The electrics also make an appearance. 60 minutes. $25.95

See the Latest Changes in New England

The Trains of Northern New England 1997

This video shows what became of the B&M, MEC, CV, Rutland and much more. All of the larger railroads in VT, NH and ME- New England Central, Guilford's Springfield Terminal which operates the former MEC and B&M iron Road's Bangor and Aroostook and Canadian American Vermont Railway St. Lawrence & Atlantic and Green Mountain are covered in this video including 24 hrs. of action at several points in early 1997. 180 min. $35.95

Two Spectacular New Conrail Tapes

Conrail and GTW at South Bend, IN

At South Bend IN Conrail's Chicago Line crosses the Grand Trunk Western main line. CR's Chicago Line is its busiest. The semi-autonomous GTW is slowly becoming part of the CN. Nearly 100 trains roll through the new track alignment at South Bend in 24 furs. This tape shows all of the incredible action for 24 hrs. at South Bend in May of 1997. **Two tape set 3 hours 45 minutes.** $45.95

"Conrail's Harrisburg Line"

CRs Harrisburg Line is CR's busiest line in the East with 55 trains on peak days. This tape shows 24 hours of action on the former Reading's Lebanon Valley Line around Myerstown midway between Reading and Harrisburg in August of 1996. 94 minutes $29.95.

See Norfolk Southern's Busy Rathole

***New* "The Trains of the Rathole"**

Norfolk Southern's Rathole between Danville and Oakdale, Kentucky is one of the best known and storied lines in the U.S. This line is a funnel for trains between the Midwest and South and is NS's second busiest line. We caught all the trains on the Rathole for 24 hrs. around Burnsied and on the huge cuts on Greenwood Hill in April of 1997. 119 minutes $29.95.

BIG "E" Productions
P.O. Box 75
Greenland, NH 03840

800-832-1228 24 hours a day.

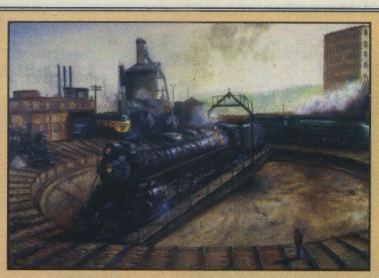
Visa, MC,Discover Card, check or MO. Add $4.00 for shipping and handling plus $1.00 for each additional tapes. All tapes shipped priority mail. VHS only.

RAILROAD POSTCARDS
RAILROAD CALENDARS
CHRISTMAS & CUSTOM CARDS

Founded by the late Carl H. Sturner a third of a century ago, Audio-Visual Designs has set the standard of quality... for giving or collecting. We proudly carry his tradition into the 21ST Century. See our fine products at dealers nationwide, or write us... your inquiries, suggestions and contributions are always welcome.

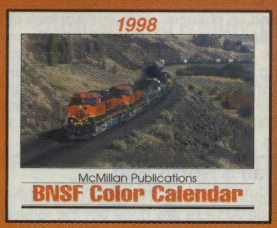
A Tradition of Quality - Since 1964

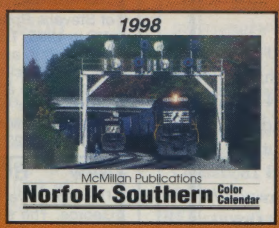
Audio-Visual Designs
PO Box 977, Herkimer, NY 13350-0977

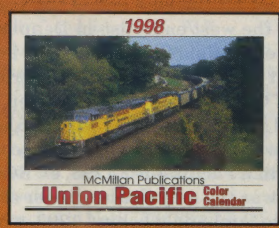


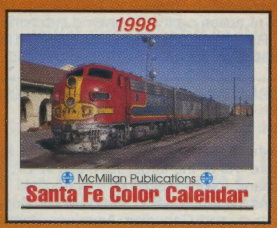
CNW-Council Bluffs, IA
by John Bromley
Full color 16" x 24" - $20.00
Signed - $30.00. Add $3.00 shipping
SASE for information on other prints.
RAIL HISTORY PRINTS
14611 Jefferson St., Omaha, NE 68137
(402) 895-5482

8 Great Color Calendars
for 1998 from McMillan Publications

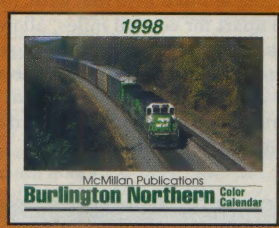








"Highest Quality Railroad Calendars on the Market"



$12.95 Single Copy Price

Shipping and Handling: U.S. Customers $4.00 per order
Canadian and foreign: $4.00 for first calendar; $2.00 for each additional

Special Offer: order additional calendars and save!
Buy two for $23.95; three for $34.95; four or more $11.50 each
Note: Offer valid for any mix of calendars only if ordered at one time and shipped to a single address

Each calendar opens to 14 x 22 inches and features 14 color photos

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
- **MasterCard**
- **Visa**
- **Discover**
- **American Express**

Colorado residents add 7-1/2% tax

Order now from:
McMillan Publications, Inc.
9968 West 70th Place
Arvada, Colorado 80004-1622
Information: 303-456-4564
24-hour Fax 303-456-2049
Email: FP45@AOL.com

DENNISON, OHIO, November 29-30 and December 6-7. Santa train rides at the Dennison Railroad Museum. For prices and schedules contatct the museum at P.O. Box 11, Dennison, OH 44621; 614/922-6776.

NASHVILLE, TENNESSEE, December 6. Excursion to Watertown sponsored by the Tennessee Central Railway Museum. Ticket prices range from $15 to $49. Reservations required, contact the museum for a ticket order form at 709 North Lake Circle, Brentwood, TN 37027; 615/781-0262.

KENNEBUNKPORT, MAINE, December 6-7. A Christmas Prelude with Santa at the Seashore Trolley Museum. For details contact the museum at P.O. Box A, Log Cabin Road, Kennebunkpoort, ME 04046; 207/967-2712.

WHIPPANY, NEW JERSEY, December 6-7 and 13-14. Santa Claus Specials sponsored by Whippany Railway Museum. Trips depart hourly noon-4pm. Fare $7 adults, $4 kids under 12, babes-n-arms free. Advance tickets strongly recommended (no advance sales for noon trips). Send fare with prefered date and departure time to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS, P.O. Box 1997, Portola, CA 96122 (800/359-4870 or 916/836-1745) is sponsoring a foreign railfan tour to **India,** December 6-20, to view the lst of the narrow gauge steam lines. Call for details.

NEW YORK RAILROAD ENTHUSIASTS, P.O. Box 040320, Staten Island, NY 10394 (e-mail NYRRE@JUNO.COM) is sponsoring a tour of **Holland and England,** April 27-May 7, 1998. Included is a Chunnel crossing, transit tours of The Hague, Amsterdam and London, rail museums, more. Price will be under $2000, double occupancy. Write or e-mail for more details.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

November 1-2, Edison, N.J., N.J. Convention & Expo Center.
November 8-9, Pennsauken, N.J., South Jersey Expo Center.
November 15-16, Monroeville, Pa., Pittsburgh ExpoMart.
November 22-23, Wilmington, Mass., Shriners Auditorium.
November 22-23, Novi, Mich., Expo Center ($6 adults).
November 29-30, West Springfield, Mass., Eastern States Expo Hall.
December 6-7, Timonium, Md., Maryland State Fair Grounds.
December 6-7, San Mateo, Calif., County Expo Center.
December 13-14, Costa Mesa, Calif., Orange County Fair & Expo Center.
December 13-14, Fort Washington, Pa., Expo Center.
December 27-28, West Palm Beach, Fla., South Florida Fairgrounds.

GAITHERSBURG, MARYLAND, November 2. 20th Annual Gathersburg Railroad & Transportation Artifacts Show & Sale at Montgomery Fairgrounds (12 miles northwest of Washington, D.C.), 9am-4pm. Admission $6, under 12 free. Information: C.W. Miller, 3106 North Rochester, Arlington, VA 22213.

WHAT DO YOU GET...

NATIONAL RAILWAY HISTORICAL SOCIETY

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

NORTH HAVEN, CONNECTICUT, November 7-8. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Rt. 5 (exit 12 off I-91), 7pm-??? Friday, 9am-3:30pm Saturday. Admission $3, family $5. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06497; 203/378-0373 6pm-10pm.

FORTH WORTH, TEXAS, November 8-9. Holiday Train Show at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 972/625-4012 6pm-10pm CT.

WESTPORT, CONNECTICUT, November 9. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Fieldhouse, 70 North Avenue (exit 18 off I-95), 9am-4pm. Admission $5, under 12 free. Information: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

DOYLESTOWN, PENNSYLVANIA, November 15. 3rd Annual Chalfont Boro PBA Train Show & Sale at the Lenape Middle School, Rt. 202 at Rt. 611, 9am-3pm. Admission $3, under 12 free. Information: Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901; 215/345-5017.

STROUDSBURG, PENNSYLVANIA, November 15. Fall Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3, under 12 free. Information: John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

PARSIPPANY, NEW JERSEY, November 16. Train Show sponsored by Tri-State Railway Historical Society at 33 Baldwin Road. 9am-3pm. Admission $4, children $3, family $6. Information: Tri-State Railway Historical Society, P.O. BOx 1217, Morristown, NJ 07962-1217; 201/488-5429.

PALATINE, ILLINOIS, November 16. 6th Annual Palatine Railroad Show & Sale at the Ramada Hotel Woodfield, 920 East Northwest Highway (one block west of Ill. Rt. 53), 10am-4pm. Admission $3, under 12 free. Information: Russell B. Fierce, 3565 Winston Drive, Hoffman Estates, IL 60195; 847/358-1185.

PEORIA, ILLINOIS, November 16. Peoria Train Fair sponsored by Illinois Valley & River City Railroad Clubs at Illinois Central College, Rt. 116 and Rt. 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

NORTH RIDGEVILLE, OHIO, November 16. Cleveland Train Show sponsored by Trainmaster of Cleveland at North Ridgeville High School, 7000 Pitts Blvd., 10am-3pm. Admission $4, kids 6-12 $1. Information: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

HAMBURG (BUFFALO), NEW YORK, November 22-23. Western New York Railway Historical Train & Toy Show & Sale at the Erie County Fairgrounds, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502 or Joe Kocsis at 716/693-8512.

WILLIAMSPORT, PENNSYLVANIA, December 7. Whistle Stop Train Show in Rose Street Station on Cemetery Street at Raytown Mall, 9am-3pm. Admission $2, under 12 free. Information: Jim Stabley, 721 West 3rd Street, Williamsport, PA 17701; 717/326-4280.

ALBANY, NEW YORK, December 7. Great Train Extravaganza sponsored by the Mohawk & Hudson Chapter NRHS and Upstate Train Associates at Empire State Plaza Convention Center, 10am-4pm. Admission $3, kids 6-12 $1. Information: Great Train Extravaganza, P.O. Box 2131, Albany, NY 12220-0131.

CAMERA BAG

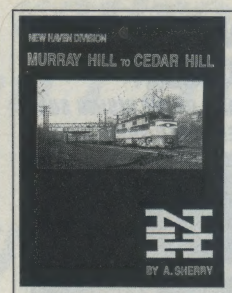
by JIM BOYD

Fireproofing photos

GUEST COLUMNIST: ALEXANDER D. MITCHELL IV

IT'S ONE OF THE UNPLEASANT TOPICS that most people never tackle, right up there with writing a will or captioning all their railroad photos. But if a photographer is serious about documenting railroad history, he or she must consider protecting the best photos of all from their worst enemy—fire.

No matter how many safeguards a household has, no home or office is completely safe from the ravages of an ill-placed flame. I learned this the hard way in 1986, when a chimney fire severely damaged my parents' 130-year-old newspaper office. I had the distinct pleasure of shoving my way past firefighters and through the smoke to rescue certain files and to close the big iron safe containing the complete microfilm files of the newspaper, among other things. The files and records



FOR A LIMITED TIME...
A CLASSIC

- All Classes
- All Phases
- 266 Photos
- 20 Full Color
- 104 Pages
- Fact-Laden Text
- Not Available Elsewhere
- Hard Bound
- Art-Book Quality
- 350 Printed
- Short Supply
- Numbered
- Signed
- $56.95 p.p.

"Facts Not Available Elsewhere, Mix Of Action, Roster, Fine Night Views; Top-Notch Repro." - *(Railfan & Railroad)*

A. SHERRY
5410 Netherland Ave., Riverdale, NY 10471

Pennsylvania's Street Railways 3rd Edition
A 288 page 8 1/2 x 11 inch, soft-cover comb-bound book
The complete history of the street railway industry and individual histories of the 120 operating systems. Featuring: Route Information, Operating Statistics, 80 System Maps and 260+ Photographs
$42.50 plus $2.50 shipping & handling
Pennsylvania Residents add sales tax
BEN ROHRBECK
TRACTION PUBLICATIONS
1003 North Chester Road
West Chester, PA 19380-6021

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858
PHONE (914) 693-5858

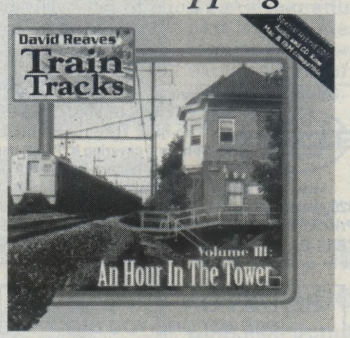
New Book- Available Now!
Moffat!
Rio Grande-Southern Pacific-Union Pacific West of Denver, Colorado

By Gregory Monroe
Moffat! is a collection of impressive B/W photos taken along the former D&RGW Moffat Line over the last twenty years. Anecdotes and stories about Monroe's experiences photo graphing the Moffat are included.

8 1/2 x 11 Hardbound
128 Pages, 200 B/W photos
$41.95
Colo. Residents add $3.10 sales tax
Dealer Terms are available

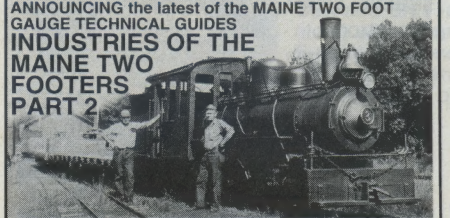
Fox Publications
P.O. Box 740655 Dept. R
ARVADA, CO 80006-0655

Now Shipping!



David Reaves Train Tracks, Vol. 3:
"An Hour In The Tower"
Featuring over one hour of actual sounds from Amtrak, Conrail and CSX interlocking towers... *Plus:* "Tower Twilight" a collection of pictures of towers past and present in a web browser format, viewable on Mac, PC or Unix! **$16.00** (plus $3 shipping)
e-mail: RRSounds@aol.com web: http://members.aol.com/RRSounds
QUIET PLEASE, RECORDING™ 10 Old Rifle Camp Rd. W. Paterson, NJ 07424
"Close Your Eyes... *and You're There!*™

ANNOUNCING the latest of the MAINE TWO FOOT GAUGE TECHNICAL GUIDES
INDUSTRIES OF THE MAINE TWO FOOTERS PART 2

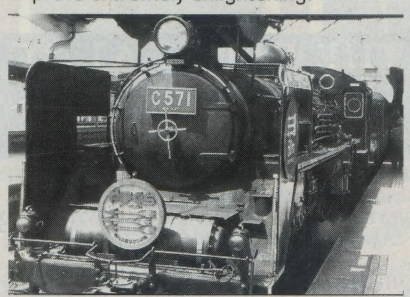


Featuring the Kennebec Central (Including a brief history of Togus), the Monson Railroad, Wiscasset Waterville and Farmington, Bridgton and Saco River. Includes listings of industries and team track users, types of products carried, freight train operations, car movements and plans of selected buildings associated with local industries. Over 170 photos.
Scheduled Arrival Nov. 1997 Price to be announced
Also Available
Vol 1- The Kennebec Central & Monson $14.95
Vol 2- The Wiscasset, Waterville & Farmington $19.95
Vol 4- Structures of the Sandy River & Rangeley Lakes and Wiscasset, Waterville & Farmington $20.95
Vol 5- Structures of the Bridgton & Saco River, Kennebec Central, and Monson $20.95
Vol 6 Industries & Freight Train Operations of the Sandy River & Rangeley Lakes Railroad $24.95
Vol 7- Handcars, Railcars and Railbuses of the Sandy River and Rangeley Lakes $15.95
CRANBERRY JUNCTION HOBBIES
PO Box 496, Carver, MA 02330 • PHONE (508) 866-4223
Shipping Charges: Orders under $40.00 please add $2.50; Over $40.00 please add 10%; Foreign Orders please add 15%. Mass. Residents please add 5% tax.
FOR FASTEST SERVICE CALL and USE YOUR VISA, MASTECARD or DISCOVER. ORDERS ONLY: (800) 756-4223

RAIL ENCHANTMENT IN JAPAN - A LOOK TODAY

1997 ACTION IN THE LAND OF THE RISING SUN CAPTURED BY TWO NEW VIDEO PROGRAMS:

1. RAILROAD ISLAND - 90 Minutes.
It's all here - brand new 187 MPH "Nozomi" to Pacific C 571 on the main! Overnight on luxury rivaling the "Orient Express". Trundle through rural beauty on a single diesel car. Train watch in fantastic Tokyo where bullet trains, expresses, locals, monorail and people mover create a public transit showcase unequaled on earth. All four islands are visited, with a few travel tips along the way. Regardless of whether you have been to Japan or ever plan to go, these 90 minutes will prove extremely enlightening.



2. JAPAN TRACTION - 60 Minutes.
Someday they might build a streetcar museum in this land - in the meantime, the cars are still out on the streets! Varied operations from a dozen cities on all four islands are augmented by American-style interurbans hosting a variety of antique and modern rolling stock. In addition, see the 2½ foot gauge twisting mountain lines built for dam construction work and tourists. The Kurube Gorge line pierces through over 60 tunnels! Other lines feature switchbacks, dual-gauge track, and other surprises.

TO ORDER: PACKAGE PRICE IS $49 FOR BOTH; Plus $3 shipping. OR $29 for one, plus $3 shipping. Check, M.O., Visa or Mastercard welcome. For card orders, call 330 630 9817. Ohio residents add 6% tax. Catalog on request.

REVELATION VIDEO
P.O. BOX 129 - TALLMADGE, OHIO 44278

were saved; the dozens of press awards and local service awards on the walls perished. (Guess which we'd rather have today.)

Protecting photos from fire is a two-stage process requiring a substantial investment of time and money, but if the role of the railfan photographer is to document today's railroading for future generations, it becomes a necessary investment. Consider the amount of time and money spent on your photo trips, be they a chase of a local freight or a steam trek through China. Consider the outlay in camera equipment and film processing. Consider the photos that you may have that are now irreplaceable — be it steam on the NYC or UP Centennials. In this perspective, the cash outlay for a fireproof box or safe becomes trivial. Also, homeowners insurance usually does not cover personal photos, and even if a special rider or policy is taken out (at exorbitant expense), not even Lloyd's of London will relay the Milwaukee Road's Pacific Sub or restage the 1987 NRHS Convention for you.

The first thing to consider is whether any portion of your collection is worth fireproofing, and if so, how much room you need to protect that portion. I can just hear the cries of the readers now: "But all of my collection is worth fireproofing!" To which I reply: "yeah, right." And your whole collection (at least mine) would cost at least a thousand dollars to fireproof. Besides, we could all use the reality check that follows.

The cubic footage involved in protecting photos is expensive, so the proper approach to the problem is as follows: The house is on fire. The spouse/kids/pets/etc. have all made it out on their own. The family heirloom fits in your hands. You have the chance to fill your pockets with your best slides or prints.

Choose. NOW!

Now, let us put the flames on hold — hopefully forever — so that we can sit down and choose a pocketful of photos. Everybody's priorities will be slightly different, but to simplify matters I hope to be able to talk you through the process so as to best choose and edit your photos. The first stage is the easiest: any photos must be of publication quality (no fuzzy shots unless it's a daguerreotype of the *Tom Thumb* of 1831, no underexposed shots, etc.).

From here on in things get subjective. In theory, any photo worthy of the fireproof investment should be unique to your collection and preferably the world. Your purpose is to protect the image and the information or artistry contained therein for the future. Therefore, photos published in books and magazines are excluded. By having the image published, you have had hundreds or thousands of back-up duplicates scattered around the globe, and with railroad libraries public and private, they will survive. Also for basically the same philosophical reasoning, duplicate or traded photos are out.

Photos of staged opportunities such as mass night photo sessions and runpasts are out. There were dozens or hundreds of other photographers there with you; therefore the risks have been spread out among the same number of photo collections. Besides, the archives of the museum / organization are likely to hold the image, too. (It thus follows that nearly every NRHS Convention photo is ineligible, as well.)

Roster shots are almost always ineligible. True, the builder's photo is virtually a thing of the past, but you are most likely not

ALEXANDER D. MITCHELL IV

CONRAIL GP10 7557 passes the former-PRR station with the daily local at Selinsgrove, Penn., in June 1987. GP10s vanished from the line a month later, making this a scene that cannot be repeated. The author deems this shot worthy of inclusion in his fireproof safe.

The NYC System Historical Society Inc. presents
NEW YORK CENTRAL SYSTEM
STEAM LOCOMOTIVES OF THE NEW YORK CENTRAL LINES
Volume 1 covering NYC&HR and B&A
by William D. Edson
Lists 7489 steam & electric locomotives, with 320 photographs, 184 diagrams and maps. Hardbound.
Price $50.00 + $4.00 P&H. Ohio tax $2.88. Order from:
NYCSHS-Books, PO Box 671, Mentor, OH 44061-0671

LOCOMOTIVE OPERATING MANUALS
G E — Dash 8. . . . . $40
EMD — F40PH $40
EMD — SD 60M $40
EMD — SD 75M $40
SHIPPING INCLUDED • VISA/MC/AX
Carl Loucks
P.O. Box 484, North Haven, CT 06473

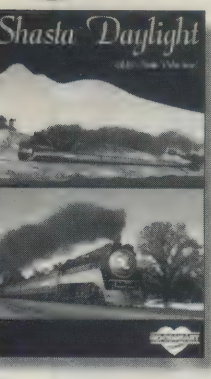
SLIDES ON APPROVAL
- SEE BEFORE YOU BUY -
Large Selection on Most Roads
Diesel - Steam - Electric
Most Priced 30¢ - 60¢ - 80¢
LSSAE for Details:
Wallin's Slide Approvals
Box 1784, Springfield, IL 62705

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422 Williamsville, NY 14221 (716)689-9074

Buying & Selling Since 1959
Old railroad, trolley, timetables, guides, badges, passes, post cards, rail magazines, maps, technical data, books, advertising, etc. Free listings for most major railroads - Send SSAE and your list (specify railroad and specific items for sale or wanted). Fair prices paid for all rail material.
We specialize in diversity.
Nestlé's Railroadiana RD#2 Ray Road, Box 105, Greenwich, NY 12834

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard, 224 pgs, 355 illus. (45 color), 8½× 11", $50.00, 4.00 devy, 2.50 MD Tax. **BARNARD, ROBERTS & CO.**, P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

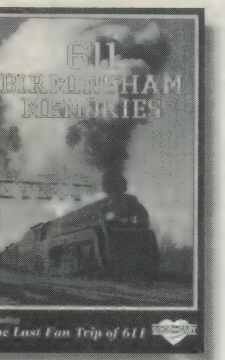
Are you getting tired of railroad video tapes? If you haven't tried Goodheart Productions, we think you'll be very pleasantly surprised!



Shasta Daylight

4449 engineer Doyle McCormick proclaimed that this was the *best* 4449 video tape he has ever seen.

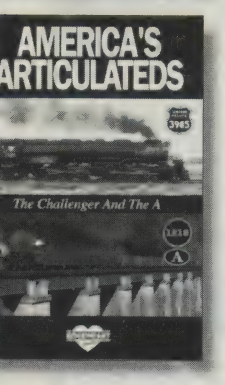
60 minutes $29.95



611 Birmingham Memories

Coverage includes not just one trip, but our best from several. Dramatic pans, pacing, a cab ride and a near stall.

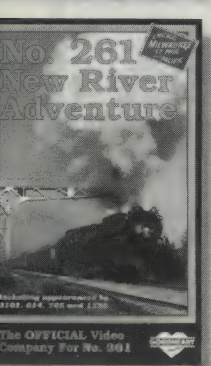
56 minutes $29.95



America's Articulateds

1218 is back in retirement and 3985 requires a major overhaul. Enjoy cab rides, pacing and plenty of trackside runbys. Includes 3985 pulling a 143 loads over Archer Hill.

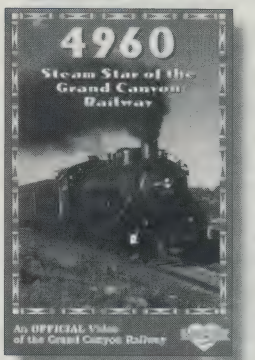
82 minutes $29.95



261 New River Adventure

Maybe the best wheel-slipping cab ride ever video taped. Follow 261 from Huntington to Hinton in what seems like an all up hill climb. Includes RDG 2101, C&O 614, NKP 765 and PM 1225.

56 minutes $29.95



4960 Steam Star

CB&Q 4960 has never looked so good. Five weeks in the taping, Complete coverage of 4960's new life on the Grand Canyon Railway.

85 minutes $29.95

The Great Steam Safari

South African main-line, branchline, doubleheaders, pushers, multiple switchbacks, mixed and passenger service. Several classes including two classes of Garretts.

55 minutes $29.95

261 – Rebuilding A 4-8-4

This is not just a little bit of rebuilding along with a lot of running. This is two hours of what it takes to overhaul a large steam locomotive along with explanations of the whole process.

120 minutes $39.95

Russian Steam, A First Look

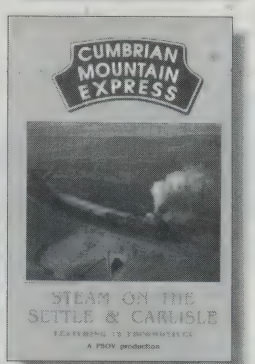
Compiled from three trips to the old Soviet Union. Includes several steam classes including the famous 'P36' 4-8-4.

72 minutes $39.95

261 Winter Spectacular

Five full days of excellent winter running in February 1996 on the Pocono Mountain grades of the old DL&W. Includes pushing a wedge plow, passenger and freight running and a cab ride.

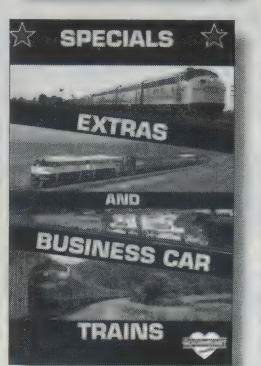
54 minutes $29.95



Cumbrian Mountain Express

One of the most beautifully photographed railroad videos in one single program. Several classes of British steam on the 72-mile Settle & Carlisle line.

90 minutes $39.95



Specials, Extras & Business Car Trains

CSX and BN F-units along with Conrail E-units. Also includes the Santa Fe and Metra E-units plus more.

52 minutes $29.95

N&W Vintage Steam

Doubleheaded "Y"s with a "Y" pusher and ***actual stereo sound!*** Unheard of, but we have it coming before Christmas. From 16mm color film. Includes "A"s and "J"s as well.

Approx. 50 min. $29.95

GOODHEART PRODUCTIONS

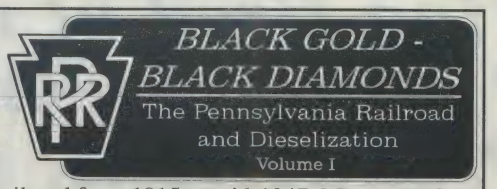
P.O. Box 47131-R · Chicago, IL 60647

WRITE OR CALL FOR OUR FREE CATALOG

Order Phone **1-800-482-1522**

Add $4.00 for shipping and handling for first tape and $1.00 for each additional tape. Illinois residents add 8.75% sales tax. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.

THE PENNSYLVANIA RAILROAD BOOK OF 1998!



Noted author Eric Hirsimaki tells the story of steam, electric and Diesel-electric locomotives on the Pennsylvania Railroad from 1915 to mid-1947. Many new facts are brought forth for the first time, such as the M1s 3-cylinder 2-10-2 that became the famous I1s 2-10-0; proposed steam, Diesel, electric and turbine locomotives; why there were only 139 GG1's; PRR "Big Boys"(?) and other such interesting subjects as its McKeen car, gasoline-electric cars, street switchers and other odd pieces of motive power. Hardcover, 176 pages and over 200 photos with pages of rosters and statistics galore. This book is a MUST for Pennsylvania fans! Only $45.00 plus $3.50 shipping. (Ohio residents add 7% sales tax).

Send for our free brochure describing our books, calendar and videos about railroads and Great Lakes shipping.

MILEPOSTS PUBLISHING * 3963 DRYDEN DR. * N. OLMSTED, OH 44070

NEW VIDEOS FROM HERRON RAIL!

PRARIE RAILS

America's Granger Railroads
by Bill Warrick
and Jim Neubauer

Steam & Diesel on
CRI&P
C&NW,
CGW,
M&StL,
Milw Rd
ICRR,
Soo,
GN, NP,
Iowa Electrics

Hosted By Bill Warrick
With commenntary by George Hilton, George Krambles, Phil Weiber
Historical Highlights of the Granger Railroads with lots of rare film footage!
56 minutes Mostly Color
Item War-003

just $39.95!

RAILS WEST

DONALD J. KROFTA'S
DIGITALLY TRANSFERRED 16mm film
UP, SP, WP, ATSF, GN, NP, BN, DRGW, KCS, RI, SLSF, MKT, AMTRAK
Vintage Action film from 1967 - 1971!
Narrated Color Stereo
59 minutes Item 035

only $39.95

Add $4.00 p&h for 1, $1 for each add'l tape
FL add 7% sales tax; PA add 6% sales tax.
Phone orders (Visa, MC): 1 (800) 783-3886
Mail checks or Money Orders to
Herron Rail Video
2016 N. Village Ave., Tampa, FL 33612
WEB ADDRESS: http//www.rrhistorical.com/hrv

alone. The late David P. Morgan, former editor of *Trains* magazine, once postulated that a photo existed (or at least once existed) of every locomotive ever built after 1850 or so, and he is unlikely to be proven wrong. And what with the railfan paparazzi present outside LaGrange, Erie and London, I dare to say that it extends today to every paint scheme ever worn by every locomotive. And even if you do have the only extant photo of that locomotive that was wrecked 50 yards outside the factory gate, is the world going to stop spinning if that photo is lost?

Excursion lines? Think again. Even the grand opening of a little line which closed a year later likely had dozens of photographers. Railfan "hot spots?" See the paragraph above on staged photos.

By now cynical readers are probably screaming, "What's left?" That, gentle reader, is the question you should be asking yourself, for the answers to that question may completely redefine the way you approach railfan photography. Most likely, however, the answer is, "not much." And that's not all bad; I said the space would be expensive.

What makes your photographs unique? Why should anyone a hundred years from now, or even ten years from now, care about this slide or that 8×10 glossy? Hopefully, every railroad photographer will have something unique to add to the archives. In my own case, I hope to be able to say that I managed to competently document my hometown Conrail branch line, the Selinsgrove Industrial Track, in a way not even any other local railfan could, and thus have succeeded the photographers who covered the line from 1900 through 1960. (Now, if anyone has 1960 through 1977, call me.) In addition, there have been many occasions where I was one of the few chasers or the only chaser to nail prize photos. Ask about the time the railfans on the train were taking wagers on whether or not I, the solitary chaser of a "first train," was going to be struck by lightning!

Obviously, a scene that is no longer possible

CATENARY VIDEO PRODUCTIONS

Classic Traction Videos Reissued!
Our highly acclaimed coverage of the *Sacramento Northern* in 1940.
Remastered with new sound track.
50 Min Color from 16mm. $ 39.95
All time great *Pacific Electric*
Volume 1, 70 min. Full Sound Efx. $ 39.95
Also: *Western Pacific* -120 Min - $ 49.95
Motherlode Shortline - Sierra RR
20 min. $ 19.95
California North Coast Logging Railroads - 70 Min. - $ 39.95

Catenary Video Productions
Phone: 800-343-5540 ~ FAX 201-652-1973
22-D Hollywood Ave.
Ho-Ho-Kus, New Jersey 07423
VISA & Mastercard Accepted
Dealer Inquiries Invited

Videos and Books at Great Prices!

from McMillan Publications

Serving You Since — *Fast Service*

Stocking titles from 50 of North America's Best Producers and Publishers

Books

FOUR WAYS WEST PUBLICATIONS

1995 SP Motive Power Annual	$34.95
Fort Worth & Denver Color Pictorial	$35.95
Great Northern Pictorials - Vols 1 to 4, each	$35.95
Gulf Mobile and Ohio Color Pictorial	$35.95
Northern Pacific Color Pictorials - Vols 1 & 2, ea	$35.95
SP's Colorful Shasta Route	$35.95

McMILLAN PUBLICATIONS, INC.

High Green to Marceline (Santa Fe)	$49.50
Wheat Lines and Super Freights (Santa Fe)	$64.95
***Special:* both High Green & Wheat Lines**	**$100.00**

OMNI PUBLICATIONS

Coast Line Depots - Valley Division (Santa Fe)	$39.50

MORNING SUN BOOKS

Boston & Maine In Color	$35.50
C&NW In Color - Vol 1	$35.50
CB&Q In Color - Vol 2	$35.50
Chicago Great Western	$35.50
D&H Color Guide to Frt and Pass Equip.	$35.50
Erie Lackawanna in Color - Vol 4	$35.50
Fairbanks-Morse Locomotives	$35.50
Nickel Plate Color Photography - Vol 3	$35.50
Norfolk & Western - Vol 1: 1945-1964	$35.50
Soo Line In Color	$35.50
Under Milwaukee Wires	$35.50

STEAM POWERED VIDEO RAILROAD ATLASES

Arizona and New Mexico	$16.95
California and Nevada	$16.95
Colorado and Utah	$16.95
Great Lakes East	$16.95
Great Lakes West	$16.95
North East U.S.A.	$16.95

WITHERS PUBLISHING

Diesels of the Chicago & North Western	$43.50
GE's Dash 8 - C Series	$22.95
EMD's SD60 Series	$22.50
Union Pacific Switchers and Slugs	$18.50

Railfan Timetables

ALTAMONT PRESS

California Region #8 (CA)	$13.00
Intermountain Region #2 (WY, MT & S. ID)	$11.00
Pacific NW Region #4 (WA, OR & N. ID)	$12.00
Rocky Mountain Region #4 (CO, UT & NV)	$12.00
Southwest Region #3 (NM, AZ and W. TX)	$12.00

Videos

BIG E PRODUCTIONS

A Last Look at the Cotton Belt	$29.95
BNSF Around Curtis Hill, OK	$29.95
BNSF South of La Crosse, WI	$25.95
The Show Along US 30 (two tapes) (UP)	$45.95

C VISION PRODUCTIONS

C&NW's "Cowboy Lines"	$23.95
C&NW From the Cab	$17.95
Wyoming Coal Trains	$23.95

CHARLES SMILEY PRESENTS

Southern Pacific By the Bay	$23.95
Southern Pacific - The Missing Years	$19.95
Southern Pacific Sunset Salute	$23.95
Tennessee Pass	$23.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)

CP Shuswap Sub (Revelstoke to Kamloops)	$25.95
CN-CP Thompson and Fraser Canyons	$25.95
UP-BNSF Columbia River Gorge	$25.95
BNSF Minot, ND to Belton, MT	$25.95
UP LaGrande, OR to Nampa, ID	$25.95

GOODHEART PRODUCTIONS

No. 261 - New River Adventures	$23.95
No. 261 - Winter Spectacular	$23.95
1522 Mountain of the Ozarks	$23.95
4960 - Steam Star of the Grand Canyon Railway	$23.75
Great Steam Safari South Africa Revisited	$23.95

GREEN FROG PRODUCTIONS

Chicago Odyssey - Vols 1 & 2 (2 tape sets), ea	$59.95
Conrail - The West Slope	$31.50
Conrail - Middle Division	$31.50
Conrail - Pittsburgh to Crestline	$31.50
CSX - Vols 1 to 6, each	$31.00
CSX - Vol 7	$23.50
Erie Lackawanna (2 tape set)	$56.95
Florida East Coast	$35.50
Illinois Central (2 tape set)	$59.95
NYC Odyssey - Vols 1 & 2 (2 tape sets), each	$54.95

New Books

DPA-LTA ENTERPRISES

1998 Edition Locomotive Rosters *(due Nov)*	$19.50

FOUR WAYS WEST PUBLICATIONS

1996 BNSF Annual	$34.50
PA - Alco's Glamour Girl *(due Oct)*	$35.95
Texas & Pacific Color Pictorial *(due Dec)*	$37.50

GREAT NORTHERN PACIFIC PUBLICATIONS

1996 BNSF Motive Power Roster	$37.95

KALMBACH PUBLISHING COMPANY

Confessions of a Train-Watcher	$32.95
Domeliners *(due Dec)*	$39.50

MORNING SUN BOOKS

Pacific Electric in Color - Vol 1 *(due Nov)*	$37.50
Pennsy Steam Years - Vol 2	$35.50
The Lionel Inspiration	$37.50
The Milwaukee Road in Color - Vol 3 *(due Nov)*	$37.50

PENTREX

Walt Disney's Railroad Story	$49.50

THE RAILROAD PRESS

CF7 Locomotives: From Cleburne to Everywhere	$20.50

WHITE RIVER PRODUCTIONS

Route of the Rockets (Rock Island)	$40.50

WITHERS PUBLISHING

Diesels of the Southern Rwy 1939-1982	$43.50
Train Master	$22.95

New Videos

BIG E PRODUCTIONS

BC Rail's North End	$25.95
Wisconsin Central 1997	$31.95

C VISION PRODUCTIONS

BNSF Crossing the Cornbelt (Marshall Sub)	$23.95
Cornhusker Mainline (UP's Council Bluffs Sub)	$23.95

CHARLES SMILEY PRESENTS

Southern Pacific Scrapbook	$23.95

CLEAR BLOCK PRODUCTIONS

Kansas City Southern - Vols 1 & 2	**call**
Vignettes of the Lehigh Valley, Vols 1 & 2	**call**

GREEN FROG PRODUCTIONS

Passenger Trains of the 60's - Vols 1 and 2, ea	$13.95
Passenger Trains of the 60's - Vol 3	$16.95
***Special:* all 3 Psgr Trains of the 60's**	**$42.50**
The Best of Passenger Trains - East	$23.50
Union Pacific Super Railroad - Vol 5	$15.50

GREG SCHOLL VIDEO PRODUCTIONS

American By Rail - Route of the Southwest Chief	$19.95
First Train to Toltec (C&TS '97)	$23.95
Rocky Mountain Snow Plow (C&TS '97)	$23.95
Tennessee Pass & The Royal Gorge Route	$23.95

G. TRAIN VIDEO PRODUCTIONS

BNSF - Cleburne to Houston *(due Nov)*	$31.95
UP Mainline - Poplar Bluff to Texarkana *(Nov)*	$31.95

HERRON RAIL VIDEOS

Nickel Plate - Vol 1	**call**

HIGHBALL PRODUCTIONS

British Columbia Railway	$28.50
The Pokey (Norfolk Southern)	$28.50

ICON VIDEO PRODUCTIONS

Yesterday's Santa Fe (1960s/1970s)	$22.95

MARK 1 VIDEO

Memories of the Lehigh Valley - Vols 1, 2, 3 & 4	**call**
Summer Steam Spectacular - Vols 1 and 2	**call**

PENTREX

Burlington Northern's Funnel	$16.95
Classic Chicago Railroading	$15.50
East Broad Top	$23.50
Steam Over Tennessee Pass	$22.50
Sunrise/Sunet - A Day at Gibbon Jct.	$15.50
Tracks Ahead, Vols 1 to 4, each	$18.50
Union Pacific's Marysville Sub, Vols 1 & 2, ea	$22.50
***Special:* both Marysville Sub tapes**	**$43.50**

PLETS EXPRESS

Wisconsin & Southern	$31.95

TRAINS MAGAZINE

On Location - Sand Patch	$22.95
Today's EMD Diesels	$15.50

SPINNAKER PRESENTATIONS

Tennessee Pass - Vols 1 and 2, each	$16.95
The Return of Stampede Pass (BNSF)	$16.95

SUNDAY RIVER PRODUCTIONS

Otto Perry's Rio Grande Articulateds - Vols 1 & 2	**call**

VALHALLA VIDEO PRODUCTIONS

UP Steam Across the Rockies (Tenn Pass trip)	$18.95

***GREEN FROG PRODUCTIONS* (continued)**

Nickel Plate and AC&Y	$23.95
Norfolk Southern - Atlanta to Chattanooga	$31.00
Penn Central (2 tape set)	$39.50
Rio Grande Odyssey (2 tape set)	$56.95
Rock Island Railroad	$31.95
Santa Fe Odyssey - Vols 1 & 2 (2 tape sets), ea	$49.95
Santa Fe Odyssey - Vol 3 (2 tape set)	$40.50
Union Pacific Super Railroad - Vols 1 & 2, each	$31.00
Union Pacific Super Railroad - Vol 3	$14.50
Union Pacific Super Railroad - Vol 4 (OSL)	$23.50
Union Pac. Odyssey-Vols 1 & 2 (2 tape sets), ea	$49.95

GREG SCHOLL VIDEO PRODUCTIONS

America By Rail - The Heartland	$19.95
America By Rail - The West Coast	$19.95
America By Rail - Winter Wonderland	$19.95
Cab Ride over Kicking Horse Pass (CP)	$23.95
Canadian National's Yellowhead Pass	$23.95
Canadian Pacific's Kicking Horse Pass	$23.95
Chicago & North Western Mainline West (2 tapes)	$45.95

HIGHBALL PRODUCTIONS

Conrail's Chicago Line-Vol 3: Buffalo to Berea	$27.50
East Broad Top Fall Spectacular 1996	$23.50
Highball Along the Columbia (2 tape set)	$39.50
Highball Over Rich Mountain (KCS)	$19.50
Highball Over Tehachapi	$19.95
KCS and Kudzu (KCS east/west line)	$23.50
New England Central	$23.95
Sherman Hill (UP)	$27.50
Stacks & Semaphores (SP in New Mexico)	$23.50
Union Pacific's Salt Lake Route	$27.50
Winter on Tennessee Pass . . (SP/UP)	$28.50
Winter on Kicking Horse Pass (CP Rail)	$23.50
Winter on Montana Rail Link	$27.50
Wisconsin Central	$28.50

ICON VIDEO PRODUCTIONS

Donner Pass - Granite Series Vol 1	$12.95
Farewell Southern Pacific (Scenes from CA)	$17.95
Feather River Canyon - Granite Series Vol 2	$12.95
Shasta Route - Granite Series Vol 3	$12.95
Southern Pacific's Coast Line	$17.95
Western Pacific Feather River Canyon	$22.95

JMJ PRODUCTIONS

Vintage Rails - Vols 1 to 7, each	$31.95

MIDWEST VIDEO PRODUCTIONS

Conrail - Vol 1 Chicago to Elkhart)	$25.95
Motive Power on the Belt Rwy of Chicago	$25.95
Norfolk Southern - Vol 1 Chicago to Ft. Wayne)	$25.95
River Crossings	$19.00
Tower Junctions (Chicago area)	$19.00
UP/C&NW Geneva Sub - Vols 1 and 2, each	$23.95
Wisconsin Central Limited 1996	$23.95

PLETS EXPRESS

BN's Mississippi River Route	$38.95
C&NW in Northwest Wisconsin	$38.95
Chicago Central - The Last Days	$31.95
Dakota, Minnesota & Eastern	$31.95
Duluth, Winnipeg & Pacific	$31.95
Salute to the Soo Line	$38.50
The Trains of Winter	$31.95

RAIL INNOVATIONS

Algoma Central Railway	$23.95
Algoma Central Railway Tour Trains	$15.95
Branchlines in Transition (Ontario)	$17.95
CP Rail's Big Alcos	$18.95
Tracks of the Black Bear (Algoma Central)	$23.95

RAILWAY PRODUCTIONS

BNSF Stevens Pass	$23.95

REVELATION AUDIO-VISUALS

Erie Lackawanna Legacy (2 tape set)	$36.95
Mexican Trilogy:	
Hundred Year Dream - The Chihuahua Pacific	$23.95
Seaside Alco-Southern Pacific of Mexico	$23.95
Desert FT-Sonora Baja California Railway	$23.95
***Special:* all three Mexican tapes**	**$59.00**

TRAINS MAGAZINE

On Location - Amtrak's Northeast Corridor	$22.95
On Location - Appalachian Conquest	$22.95
On Location - BN's Chicago Racetrack	$22.95
On Location - Cajon Pass	$22.95
On Location - Cascade Crossing	$22.95
On Location - Conrail's Chicago Gateway	$22.95
On Location - Heart of the Wisconsin Central	$22.95
On Location - Horseshoe Curve	$22.95
On Location - Rails Around the Bay Area	$22.95
On Location - Tehachapi	$22.95

Postage & Handling

United States: $4.00 per order (no charge for orders over $100.00)

Canadian and International: $5.00 for first item; $2.00 for each additional

500 Video and Book Titles in Stock. Write or call (303) 456-4564 for Free List!

Colorado Residents add 7.50% Sales Tax

U.S. and Canadian Credit Card Holders Order Toll Free

1-800-344-1106

- MasterCard
- Visa
- Discover
- American Express

Office hours: Mon-Sat 8 a.m. to 6 p.m.; Sun 1 p.m. to 6 p.m. MOUNTAIN TIME

Order Now from:

McMIILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

24-Hour Fax: (303) 456-2049
Information: (303) 456-4564
Email: FP45@AOL.com

1998 O&W COLOR CALENDAR

14 rare *COLOR* photos from the '40s and '50s of the NEW YORK, ONTARIO & WESTERN in action! 9x12 format opens to 18x12. Great for framing!

SNEAK PREVIEW at http://idt.net/~nyowrhs

$10.00 Each +3.00 P&H per order.

Ontario & Western Railway Historical Society
P O Box 713, Middletown, NY 10940

Mention ***Railfan & Railroad*** whenever contacting our advertisers.
You'll help make ***R&R*** even better.

TRACKSIDE VIDEO

PRESENTS TWO NEW TAPES
FOR ONLY ***$24.95*** EA. PPD.

WEEKEND STEAM
VOLUME 1

Ride along for a Trackside Video ***Exclusive*** with ex-Southern 4501 and her vintage consist for the "Great Freight of '96" along the Tennessee Valley Railroad. Next we'll travel to New Haven, Ky for a ride behind L&N's 152 at the Kentucky Railway Museum. We bring Vol. 1 to a close with the N&W 611 from Atlanta to Toccoa in the fall of '93. We take you Trackside and on the train for one full hour of ***Great Steam Action***. 61 min.

The GEORGIA NORTHEASTERN

Climb aboard and join us as we take a ride on the Georgia Northeastern Railroad. We'll be following the former L&N Hook and Eye Route as we travel to the north Georgia mountains. Ride a GP-9 across the Etowah River as we climb the grade to Keithsburg on our way to Tate. Along the way we'll do a little switching as we drop our consigned loads in Holly Springs, Canton and at Tyson. As a special bonus we'll travel to Marble Hill, Ga for a ride on the Georgia Marble Railroad with NW-2 #81 as she climbs through switchbacks on her way to Tate. 78 min.

ONLY ***$24.95*** EA. PPD.
TO ORDER CALL TOLL FREE
1-800-548-8476
OR SEND CHECK OR MONEY ORDER TO:
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30298
VISA • MASTERCARD • DISCOVER

to photograph today is worthy of consideration. Such scenes could be anything — a color photograph of a DL&W Pocono, Virginian passenger trains or even the PA's in Mexico. As the years go on, more and more of your collection will fall into this category, but the restrictions listed above still apply. Think how we'll wax nostalgic over blue-and-white SD80MAC's passing PRR signals on the Middle Division in just a short time.

Have you any old photos or antique postcards, not taken by you, which could turn out to be unique? If so, room should be made for either the originals or good copy negatives / slides. And while we're at it, have you any little bits of paper ephemera that can be accommodated — the only surviving ticket, public timetable or stock certificate from a line, for example?

Provided that you have any photos that have survived this brutal, heartless editing process, you can then seek out other standards for your selection process. For example, do you have any night shots you can no longer shoot because you no longer have bulbs? Do you have photos that were a stroke of luck — a three-train meet on the Horseshoe Curve, for example? Do you have photos that would cost you a fortune of money or time to shoot again? Are there any photos from once-in-a-lifetime trips? Any photos with enormous sentimental value?

None of this editing process should be taken lightly. You are likely to end up with a coherent, focused collection of photos that in the end may stand as your best and defining work. Indeed, if you have taken proper care of your affairs and have made out a will with a clause that directs the fate of your photo collection, it is entirely possible that your "strongbox" collection may be the only photos that museums or libraries have the time to consider. Besides, your heirs are likely to be eternally grateful that you have taken the trouble to edit your work and save them much agony and sweat.

One other side effect may manifest itself from all this reappraisal of your work: after three rounds of sorting my collection for my fireproofing, I have found that my total photo-taking since has plummeted by about 85%. Other factors affected my work as well, but I now find it harder and harder to push the shutter button. I dare say, however, that I don't think the whole body of railroad history has suffered as a result.

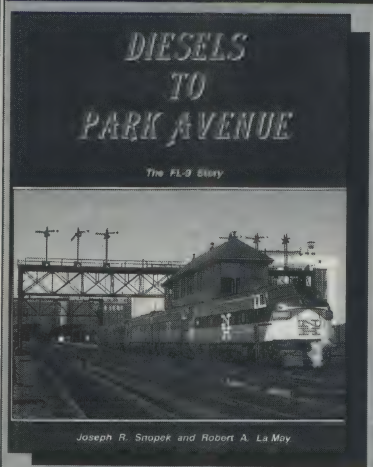
To the final round of slides selected, add the most valuable pieces of paper in the household — the title to the car, the deed to the house, insurance policies, tax information, etc. This is not optional; this is mandated by common sense. If you're feeling generous or sentimental, add the baby pictures, the photos of long-dead ancestors, the family tree, the love letters or whatever else you would hope to see survive a tragedy.

Now that you have an idea how many cubic inches or centimeters of stuff you wish to save from a fire, next month we shall go shopping to find the appropriate container to protect these valuables.

ALEXANDER D. MITCHELL IV

PENNSYLVANIA 7002 and 1223 pose next to Rockville (Penn.) Tower on June 8, 1985. Today, the steamers no longer operate and the tower is gone. The author has placed this image in his fireproof safe.

Diesels to Park Avenue - A new book "THE FL9 STORY"



GM/EMD's FL9 dual-mode locomotive, subject of many articles, finally has its own book which tells the story from the days of demonstration through the New Haven, Penn Central, Conrail, Amtrak, Metro North, Conn DOT and beyond. Many surprise photos including FL9s in the movies and a "ringer" that Hollywood almost got away with. The book contains 120 pages with **over 200 color photos**, proposed NH paint drawings, rosters, charts, FL9 curiosities and diagrams. Available in hard and softbound editions. Order this fine book today!

$44.00 hard/**$36.00** soft

Include $5.00 S&H for domestic $10.00 foreign. Massachusetts residents add sales tax. Send check or M.O. to the address below.

New England Rails Publ. Co-P.O. Box 403-Granby, MA 01033

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

BOOKS

VIDEOS

All Aboard Amtrak, *Schaeffer* $39.95
American Shortline Guide, *Lewis* $19.95
Appalachian Coal Mines & RR, *Dixon* $12.95
ACL: Diesel Years, *Calloway* $39.95
Baldwin Locomotive Works, *Brown* $28.95
B&O Color Guide $38.95
B&O *Salamon, Oroszi, Ori*
Vol 1: New York to Cumberland $35.49
Vol 2: Cumberland to Chicago $35.49
B&O East End: Neck of Bottle,*Hollis, Roberts* . $39.95
B&O Power, *Staufer* $39.95
B&O Sand Patch, *Roberts* $39.95
B&M in Color, *Plant* $37.95
Boston Depots & Terminals, *Barrett* $43.95
British Columbia Rails, *Garden* $63.95
BN/SF 1994 or 1995 Annual,*DelGrosso* $35.95
By the EL, *Stelter* $31.49
Burlington Color V1, *Holck* $39.95
C Liners, *Sweetland* $18.49
Carolina & Northwestern, *Bumgarner* $39.95
Central Vermont V7, *Jones* $31.95
Chicago L, *Moffat* $43.95
CB&Q Color Guide, *Spoor* $37.95
CB&Q in Color (Vol 1 or 2), *Spoor* $38.95
CGW in Color $38.95
Conrail Commodities, *Taylor* $39.95
Conrail Motive Power Review(1986-91), *Withers* $38.49
Conrail SD-40, *Bernet* $15.95
Contemporary Diesel Spotters Guide $15.95
D&H Color Guide $37.95
D&H in Color (Vol 2), *Plant* $38.95
Diesel Locomotive: 1st 50 Years, *Drury* $22.49
Diesels of C&NW, *Withers* $47.95
Dinner is Served, *Loveland* $31.95

Pennsy Steam V2
All color pictorial of PRR steam action *$37.95*

B&O Passenger Service V2: Capitol Limited Route
Illustrated story of NYC-Chicago service on B&O *$21.59*

WM Diesel Locomotives by P Stakem
Illustrated look at diesels on WM *$19.95*

BN/SF 1996 Motive Power Annual by Bill Shippen
Illustrated look at BN/SF motive power fleet *$35.95*

Dixie Line: NC&StL, *Castner* $21.75
East Broad Top: Slim Gauge Survivor,*Mellander* $38.25
EMD SD-60s $23.95
Erie in Color, *Sweetland* $35.95
EL Color Guide $37.95
Erie Lackawanna: Death of RR, *Grant* $42.49
Erie-Lackawanna in Color:
Vol 1: The West End, *DeYoung* $35.95
Vol 2: New York State, *DeYoung* $35.95
Vol 3: the East End, *DeYoung* $38.95
Vol 4: Early Years, DeYoung $38.95
Fairbanks Morse in Color, *Boyd* $38.95
Feather River Canyon, *Schmollinger* $39.95
Ft.Worth & Denver Color Pictorial, *Goen* $39.95
Frisco in Color $38.95
GN Color Guide, *Hickcox* $37.95
GN Color Pictorial (Vol 1 or 2), *Shine* $39.95
GN Equipment Pict (Vol 1) Box/Stock Cars . . $39.95
GN Pictorial (Vol 3 or 4), *Strauss* $39.95
GM&O Color Pictorial, *Wallin* $39.95
Heart of PRR, *McGonigle* $15.25
IC in Color $38.95
Impossible Challenge, *Harwood* $51.95
JC/LV Color Guide, *Bossler* $37.95
Jersey Central in Color, *Brennan* $35.95
Jersey Central in Color V2, *Brennan* $38.95
Jersey Central Story, *Carleton* $30.49
Lackawanna in Color, *Sweetland* $35.95
Lake Shore & Michigan Southern,
McLellan, Warrick $31.95
Last Steam Railroad in America, *Link* $39.95
L&NE: Color Retrospect, *Lilly* $37.95
LV in Color (V1 or V2), *Yanosey* $35.95
LV in New York State, Upstate Odyssey, *Dann* . $23.95
Lehigh Valley RR, *Archer* $35.95
Lehigh Valley: NY Div, *Bednar* $41.95
L&N: Old Reliable, *Castner* $23.95
Manhattan Gateway, *Middleton* $35.95
Memoirs of Steelworker, *Kuchta* $10.40
Milwaukee in Color (V1): East $38.95
Milwaukee in Color (V2): Milwaukee $38.95
Milwaukee Under Wire in Color, *Marvel* $38.95
Minneapolis and St.Louis in Color $38.95
Montour Railroad, Schaeffer $23.95
(hardbound) $39.95
MoPac Diesels, *EuDaly* $47.95
New Haven RR: Final Decades, *Hartley* $39.95
New Haven Color Guide $37.95
NYC Color Guide $37.95
NYC Color Photography Nowak (V 1) $35.95
(Vol 2 or 3),*Nowak* $38.95
NYC Great Steel Fleet, *Dougherty* $18.49

FALL STORE HOURS

Sat November 15	10 - 4
Sat December 6	10 - 4
Sat December 20	10 - 4
Sat December 27	10 - 4
Sat January 24	10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, et.

Directions: 1\2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station. Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

NYC Later Power, *Staufer* $55.95
NYC Lightweight Cars, *Doughtery* $23.49
NYC Steam (Vol 1) $38.95
New York City 3rd Ave Railroad $22.49
New York City Historic Transit Maps $23.95
NYO&W Diesels, *Mohowski* $23.95
NYO&W and Dairy Industry, *Mohowski* $49.95
NYO&W in Color, *Lubliner* $38.95
NKP Color (V1, V2 or V3) $38.95
NKP Official Photography, *Corns* $20.95
NKP Story, *Rehor* $59.95
N&W V1 in Color, *Nichols* $38.95
Northern Pacific (V1 or 2) Color, *Shine* $39.95
Northwest's Own Railway V2, *Grande* $64.95
Northwestern: C&NW, *Grant* $39.95
Passing Trains, *McDonnell* $39.95
Pennsylvania Trolleys V1, *Volkmer* $38.95
Pennsy Power 3, *Staufer* $59.95
PRR Color Guide V1 . . . . . $35.95
PRR Color Guide V2 . . . . . $38.95
PRR Diesel Review, *Carleton* $35.95
Pennsy Diesel Years (V 2,3, or 4), *Yanosey* . . $35.95
Pennsy Diesel Years (V 5, or 6), *Yanosey* . . . $38.95
PRR Electric Years, *Volkmer* $35.95
Pennsy Steam: 2nd Look, *Carleton* $30.49
Pennsy Steam Years (Vol 1), *Sweetland* $35.95
PRR: Hudson to Horseshoe,*Volkmer* $38.95

The Lionel Inspiration by Bill Brennan
Comparison of Lionel trains to the prototype *$37.95*

Nickel Plate Passenger Service: Post War Years by Kevin Holland
Illustrated look at Nickel Plate passenger service *$21.59*

Pullman Paint & Lettering Guide by Arthur Dubin
The guide to Pullman car lettering and painting. *$19.95*

Milwaukee in Color (Vol 3): WI/MI by Bill Stauss
All color pictorial of Milw in Wisconsin and Mich *$37.95*

PRR: Elmira Branch, *Caloroso* $23.95

Telephone Orders Accepted

Now on the web http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please add $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US $. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. **Rush delivery, please ask.** Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

PRR Triumph 1, *Roberts* $51.95
PRSL in Color $38.95
Phoenix Bridge, *Winpenny* $15.95
President Travels By Train, *Withers* $31.95
Railroad Atlas:
Vol 1: Northeast USA $18.40
Vol 2: California/Nevada $18.40
Vol 3: Colorado/Utah $18.40
Vol 4: Arizona/New Mexico $18.40
Vol 5: Illinois/Wisconsin/Mich Peninsula $18.40
Vol 6: Indiana, Ohio, Michigan $18.40
Reading Color Guide, *Bossler* $37.95
Reading Diesels (Vol 1) First Gen, *Woodland* . $43.95
Reading Diesels (Vol 2) Second Gen, *Woodland* $47.95
Reading Railroad: History of Coal Age Empire,*Holton*
Vol 1: 19th Century $51.95
Vol 2: 20th Century $54.95
Reading Steam in Color, *Plant* $38.95
RF&P: Capital Cities Route, *Griffin* $23.95
Rio Grande Color Guide $38.95
Rio Grande Southern Story: *McCoy, Collman, Graves*
Vol 3: Vance Jct to Ophir $55.95
Vol 4: Ophir Loop to Rico $55.95
Vol 5: Rico and Mines Above $55.95
Vol 6: Rico to Dolores $55.95
Rock Island Color Guide $38.95
Rock Island Color Pictorial (V1 or 2), *Marre* . . $39.95
Rock Island in Color (V1), *Stagner* $38.95
Rock Island in Color (V2), *Marvel* $38.95
SF: Gateway to West (V1), *Duke* $47.95

Confessions of a Train Watcher
Writings of David Morgan *$31.95*

Pacific Electric in Color V 1 by Copeland
All color look at PE *$38.95*

NYC Trains of Future by Doughty
Illustrated look at experimental NYC passenger trains of 1940s and 1950s *$20.95*

Railroads Ohio Valley (Vol 2) by Harvey
Illustrated look at railroads between Huntington, WV, and Cincinnati, OH *$19.95*

C&NW in Color
All color pictorial of C&NW *$37.95*

Santa Fe in Color (V 1,2,3, or 4), *Stagner* $38.95
Santa Fe Color Guide *Stagner* $38.95
Santa Fe CF7s, *Poole* $19.95
SAL: Heart of South, *Johnson* $27.95
SOO in Color, *Wise* $38.95
SP in the Bay Area, *Drury* $15.25
SP Coast Line, *Signor* $51.95
SP Colorful Shasta Division, *Dill* $39.95
Spokane Portland & Seattle, *Austin, Dill* $59.95
To Tacoma by Trolley, *Wing* $31.95
Trail of Blue Comet (CNJ), *Baer* $55.95
Trainmaster $23.95
Union Pacific Color Guide (V 1 or V2) $38.95
UP Official Color Photography (Vol 1) $38.95
UP Type (4-12-2) V2, *Kratville* $67.95
UP: Salt Lake Route, *Hemphill* $47.95
UP Steam V1, *Stagner* $38.95
UP Switchers & Slugs, *Strack* $19.95
Western Maryland Color Guide $38.95
Western Maryland in Color $38.95
Wisconsin Central, ... $39.95

VIDEOS

Classic Chicago Railroads (Pentrex) $15.95
Across the Heartland (SF Chillicothe Div) (Pent)$22.49
Countown to Merger (SF Marcelline) (Pent) . . $22.49
Both SF Videos $37.49
Conrail Hot Spots East (Pentrex) $29.95
Conrail Hot Spots West (Pentrex) $29.95
Conrail West Slope (Green Forg) $31.95
Conrail: Pittsburgh-Crestline (Green Frog) . . $31.95
Conrail Middle Division (Green Frog) $31.95
CSX V5 Evansville-Chicago (Frog) $31.95
CSX V6 Pittsburgh-Willard(Frog) $31.95
CSX V7: Jacksonville-Plant City(Frog) $23.95
Eastern Kentucky Coal (Pentrex) $29.95
Florida East Coast (Green Frog) $35.95
Last of the Giants (Pentrex) $14.95
Last of the Giant (V 2 or 3) (Pentrex) $29.95
LV: Penobscot Mountain (RailTape) $27.95
Milwaukee Electrics (3 tapes) (Pentrex) $39.95
Montana Rail Link (Pentrex) $29.95
Penn Central (2 tapes) (Green Frog) $39.95
PRR Steam & Electric 1936-52 (DIW) $27.95
PRR in New Jersey (PRSL/NY&LB) (DIW) . . $27.95
PRR: Philadelphia Terminal (DIW) $27.95
SF Vintage Diesels (Pentrex) $22.95
Steam Over Tennessee Pass (Pentrex) $19.95
Tracks Ahead (V1, V2, V3 or V4) $16.95
UP Marysville Sub (2 tapes) (Pentrex) $37.75

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

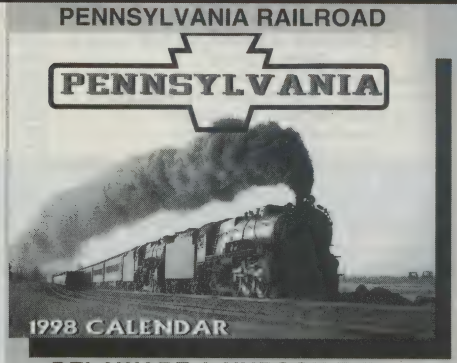
LOCOMOTIVE OPERATING MANUALS
G E — Dash 8. . . . . $40
EMD — F40PH $40
EMD — SD 60M $40
EMD — SD 75M $40
SHIPPING INCLUDED • VISA/MC/AX
Carl Loucks
P.O. Box 484, North Haven, CT 06473

Joe Lance's
Trolley and Train Photo Collection
Pittsburgh east end 1966 and last day
A digital slide show in Adobe PDF format
25 images with notes for $20.00 - e-mail delivery
More shows dating from the 1960's and 1970's
Call 512-250-1900 or e-mail joelance@texas.net
View samples at
http://lonestar.texas.net/~joelance/
Joe Lance
10902 Tall Oak Trail, Austin, TX 78750

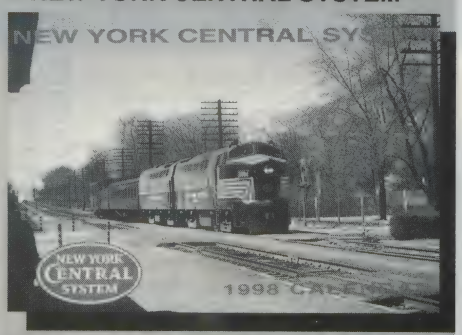
International Timekeepers...
Authentic, Vintage Railroad Grade
POCKET WATCHES
Fully Restored • High Grade
Rare • Warranteed
For a FREE Issue of our Watch List
SEND NAME, ADDRESS, PHONE # to
780 N. Western Ave. • Nogales, AZ 85621
or CALL 520 287-6578

WEEKEND CHIEF 1998 COLOR RAILROAD CALENDARS

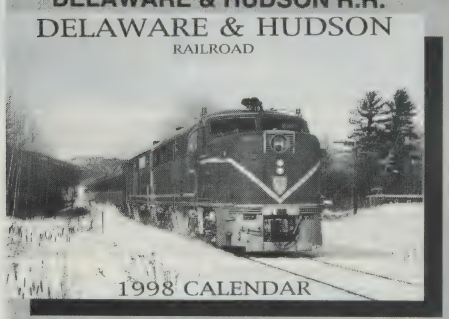
PENNSYLVANIA RAILROAD



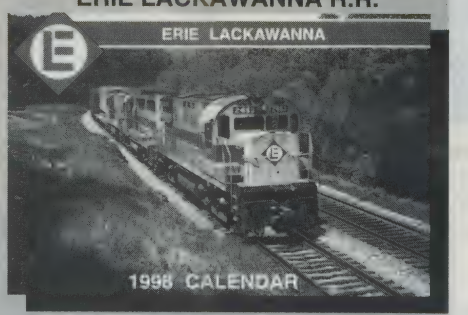
NEW YORK CENTRAL SYSTEM



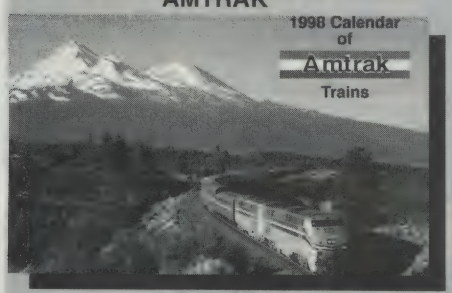
DELAWARE & HUDSON R.R.



ERIE LACKAWANNA R.R.



AMTRAK



PHILADELPHIA RAPID TRANSIT

CONRAIL

Still 14 different 9"x12"color views in each. Still $8.95+
$2.00 postage for first calendar 1.00 for each additional to a maximum of $4.50. New York State residents add sales tax. **Want your calendar free? Send LSSAE for catalog with details.** Let us quote your society's calendar for 1999. Write for details. References furnished.

THE WEEKEND CHIEF- P.O. BOX 1676- MINEOLA, NY 11501

WE'D LIKE YOU TO MEET ...

Richard Herbert

The winner of our Cover One Contest started photographing trains as an eight-year-old in North White Plains, New York, and hasn't stopped shooting since. Richard Herbert grew up along the New York Central, which remains his favorite, so it's probably appropriate that his winning shot was taken in NYC territory on the former-West Shore at Fort Montgomery, New York, in the shadow of Bear Mountain.

Since he started getting trackside in the late 1940s, Dick has seen a lot of changes, but unlike other photographers who started in what some may consider a more colorful age of railroading, his interest has brought him back to the tracks into the 1990s. In fact, when we contacted him to let him know he was our 1997 winner, he had just returned from a trip to Tehachapi Loop in California. His only regret is that he signed on with Uncle Sam in the late 1950s, a hitch that didn't end until 1962, and he missed photographing a few very interesting years in rail history.

Dick uses Minolta cameras along with "just about every lens Minolta has ever made." His collection includes about 80,000 slides and 20,000 negatives. He's a resident of Tuxedo, New York, which is located on the New Jersey Transit / Metro-North Railroad line from Hoboken, New Jersey, to Port Jervis, New York, just a short distance from

TRAIN DISPATCHER

All-new version of **SIGNAL's** popular **TRAIN DISPATCHER SOFTWARE SIMULATOR**. Be the dispatcher on the busy rail corridor between Washington, DC and Philadelphia. You must control a mix of fast Amtrak passenger trains and slow freights on the 110 mile territory (300 track miles, hundreds of switchs and signals and 27 major interlockings). Through use of enhanced Windows' controls and graphics, set and "fleet" signals, throw switches and plan routes to keep trains on schedule. Developed from actual track plans and train schedules by CTC professionals, **TRAIN DISPATCHER** is realistic, interesting, educational and fun. For Windows 3.1 or Windows 95.
Train Dispatcher (Windows, 3.5" Disk) **$39.95**
Shipping & Handling (US) . . . . . **$ 4.00**
Shipping & Handling (non US) . . . . . **$ 6.00**
PA residents add 7% sales tax
SIGNAL Computer Consultants
PO Box 18445 • Pittsburgh, PA 15236
Toll Free 888 - TRAIN12 Fax 412 655-1893
E-mail signal@usaor.net
Web Page http:/www.usaor.net/signal
Mastercard/Visa/Discover accepted

RAILROAD VIDEO PRODUCTIONS

281 WILLOW DELL LANE - LEOLA, PA 17540

1-800-258-4546

SPECIALIZING IN
VIDEOS SHOT FROM THE ENGINE CAB
FULL COLOR AND SOUND

South Amboy, NJ to New York City .....Tape No. 7
Bay Head Jct. to Matawan, NJ 11
Philadelphia,PA to New York City 14
New Haven, CT to Springfield, MA 10B
New York City to New Haven, CT 15
Washington, D.C. to Philadelphia, PA 13
Harrisburg to Philadelphia, PA 5
Philadelphia to Harrisburg, PA 4A
Harrisburg to Huntingdon, PA 4B
Huntingdon to Johnstown, PA 4C
Johnstown to Pittsburgh, PA 4D
New Haven, CT to Providence, RI 9A
Providence, RI to Boston, MA 9B
Denver to Grand Junction, CO..(4 Parts) 17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts) 18A,B,C,D
White Fish to Havre, MT..(2 Parts) 19A,B
Chicago, IL to Valparaiso, IN 20A
Fort Wayne to Valparaiso, IN 20B
Toledo, OH to Detroit, MI 21A
Detroit to Jackson, MI. 21B
Jackson to Kalamazoo, MI 21C
Chicago, IL to Michigan City, IN 21-4
Michigan City to Kalamazoo, MI 21-5
Albany to Croton-Harmon, NY. 22A
Croton-Harmon to Grand Central Terminal, NY. 22B
Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfield, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA. 23D
North Station to Fitchburg, MA. 37
Rockport, MA to North Station. 38
Attleboro, MA to South Sta. & Lowell to North Station 39
Ipswich, MA to North Sta. & Stoughton to South Station 40
North Sta. to Haverhill, MA & Framingham to South Station 41
Franklin , MA to South Station plus Highlights 36
Enola, PA to Shocks Mills Bridge 24A
Shocks Mills Bridge to Holtwood, PA. 24B
Holtwood to Port Deposit, PA. 24C
Port Deposit, PA to Amtrak "OAK" interlocking. 24D
Pitttsburg to Suterville, PA. 20-3
Suterville to Indian Creek, PA.. 20-4
Indian Creek to Rockwood, PA. 20-5
Rockwood to Hyndman, PA. 20-6
Hyndman to Stuart Tunnel. 20-7
Stuart Tunnel to Martinsburg, WV 20-8
Martinsburg to Dickerson, MD. 20-9
Dickerson to Washington, DC. 20-10
Chicago to Miller, In. 25A
Miller to Michigan City, IN. 25B
Michigan City to South Bend, IN. 25C
Raritan to Newark, NJ. 12
Atlanta to Temple, GA. 30-1
Temple to Iron City, GA. 30-2
Iron City, GA to Pell City, AL 30-3
Pell City to Fairfield, AL. 30-4
Fairfield to Hull. 30-5
Hull to Meridian, MS. 30-6
Chicago Union Station to Aurora, IL. 72
Richmond to Alexandria, VA..(4 Parts) 48-1,2,3,4
Atlantic City to Atco, NJ. 53A
Atco, NJ to 30th Street Station, Philadelphia. 53B
Lindenwold, NJ to Philadelphia, PA. 77
Hoboken to Montclair, NJ. 67
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) 60
Hoboken, NJ to Suffern, NY..(Erie Main Line) 61
Hoboken, NJ to Spring Valley, NY. 62
Suffren to Campbell Hall, NY. 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Netcong, NJ. 68
Wayne Junction (Phila.) to West Trenton, NJ. 74
30th Street Station, Philadelphia to Norristown, PA 75
Elwyn to Wayne Junction, PA. 73
69th Street, Philadelphia to Norristown, PA 46
Media, Sharon Hill Line to 69th Street 50
Grontn, CT to Gardner, MA..(4 Parts). 81-1,2,3,4
Providence, RI to Worcester, MA. 82
Jamaica to Speonk, NY. 85
Babylon to Patchogue and Return 86
Port Jefferson to Huntington & Jamaica to Long Island City. . . 89
Long Beach to Los Angeles, CA. 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY. 103
Jamaica to Speonk..(Via Main Line). 104
Speonk to Montauk, NY. 105
Anchorage to Fairbanks, Alaska..(7 Parts).95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ..(Boonton Line) 94
Jamaica to Oyster Bay, NY. 111
West Side Yard..(Penn Sta) to Cold Spring Harbor, NY. . .112
Cold Spring Harbor to Port Jefferson, NY. 113

ALL VIDEOS PREVIOUSLY LISTED IN OUR AD ARE STILL AVAILABLE

Photo CD No.1

WINDOWS 95 © AUTORUN OVER 375 QUALITY RAILROAD AND TROLLEY PHOTOGRAPHS. USE THEM ANY WAY YOU LIKE. $21.95 EACH

CALL OR WRITE FOR OUR FREE CATALOG LISTING OVER 200 RAILROAD & TRACTION VIDEOS

ALL TAPES PRICED

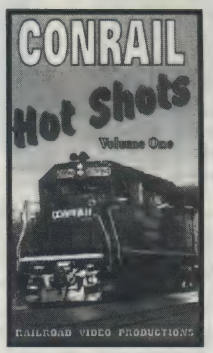
$21.95

EACH

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

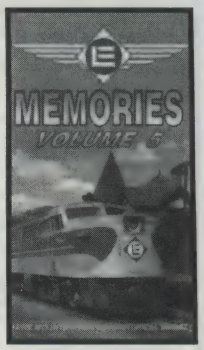
PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

NEW RELEASES



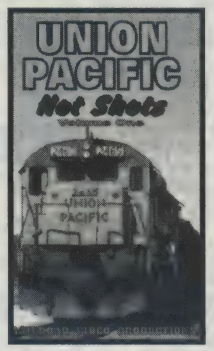
Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.



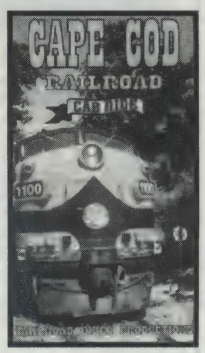
Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

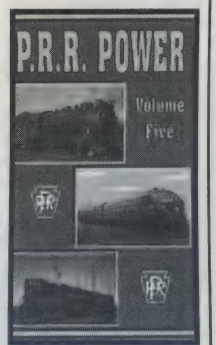


Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

Interested in Railroad History? These Books are for You!

"Upstate Odyssey, The Lehigh Valley Railroad in Western New York" by M. H. Dann
A new 144 page soft cover book which focuses on the Lehigh from Geneva to Buffalo and Niagara Falls including branches, but also includes early history of the Lehigh and the people who built it. $29.95 plus $2.00 shipping.

"Boston's Depots & Terminals" by Richard C. Barrett
A 240 page, hard cover book with almost 300 illustrations covering 160 years. $54.95 plus $3.00 shipping.

"Baltimore & Ohio Railroad, Stations and Towers Along the Niagara Division" by W. Fries
A 95 page soft cover book $20.00 plus $2.00 shipping.

New York residents must include applicable sales tax w/order
For credit card orders only, call 1 (800)205-8254
For comments, questions, information, etc., call 1 (716)227-6903
Send a SASE for our catalog of books for RR collectors and historians.

RRP
Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

FALLEN FLAGGS RXR WEARABLES

T-SHIRTS: KIDS-$8.95 S-XL-$9.95 XXL-$10.95

SWEATSHIRTS: (AVAILABILITY LIMITED) KIDS-$14.95; ADULT-$16.95; XXL-$18.95

HATS - $5.95; 3 FOR $13.50

T-Shirts are top quality US made 50/50 blend. Shirt color coordinated to silk screened RR Herald & Art. Hats are 100% polyester baseball type, adjustable, one size fits all. Hats may be heralds only.

Railroad	Order Number
B&O STEAM +	504
BN SD60 PALE FACE+	587
CB&Q STEAM #4963	305
C&O SLEEP LIKE KITTEN¤	209
C&O KITTEN ALWAYS ALERT¤+	286
C&O STARLIGHT KITTEN	409
C&O CHESSIE KTN & BABY+	316
MOPAC¤	240
MO. PAC. TX. EAGLE E8+ #	540
N&W 611 J-CLASS 4-8-4¤	242
N&W CLASS A 1218	281
NKP STEAM (BERK 765)¤	245
NOR. & SOUTHRN C39-8¤	448
SF SPR FLT GP60M ¤+	308
SOO LINE DOUBLE LOCOS	460
8444 UP OVERLAND STM¤	284
UP CABOOSE+	297
UP DASH 8-40C+	467
UP BIG BOY+	312

THE FOLLOWING SHIRTS ARE 100% PRESHRUNK COTTON
K-$10.95 S-XL-$11.95. XX-$12.95

AMTRAK GENISIS+	401
AMTRAK F40PH¤	488
BN/SF SF SD75MAC BN SD70MAC	557
BN/SF BN SD60, SF SD40-2 +	457
BNSF DASH 9 +	487
C&O KITTEN VALENTINE¤+	314
CAN. NAT NO. AMER. ENG.	510
CONRAIL/CSX/NS+#	517
CSX 8-40CW	572
CNW/UP DASH 9'S+	515
DM&IR LOCOS WITH MAP ¤	437
GRT NORTHERN SD-45+	429
LEHIGH VALLEY ALCO	433
MILW. RD. 3 ENGINES	437
NYC E7 & PA1	544
NORT PAC STM & F-UNIT+	449
NS OPER LIFESAVER GP60M+	548
PRR K-4	309
SF VALLEY FLYER (steam) + ¤	457
STHRN STEAM #4501¤	263
SOUTH SHORELINE + ¤	335
SOUTHERN GP30 & F7A+	461
UP E8	405
WIS. CENTRAL SD-45 +	578

THE FOLLOWING SHIRTS ARE 100% or HEAVYWEIGHT 50/50 with FULL SIZE PRINTS FRONT AND BACK (NO KIDS)
S-XL-$16.95 XXL-$17.95

SF FT PASSENGER TRAIN +	398
UP DASH 8-40C & CAB. +	397

LIMITED EDITION 500 SERIES HAND NUMBERED 100% PRESHRUNK COTTON
S-XL $15.95 XX $16.95 3X $17.95

RIO GRANDE	455
PRR 2-E's	451

+ = HATS NOT Available
¤ = Sweatshirts Available
= Kid sizes NOT Available

Shipping $3.00 per order (1 to 1000pcs.) in Cont. US; Canada, AL, HI and overseas billed actual cost of shipping (indicate air or surface). NO COD's. Please give 2nd & 3rd choice if possible. OH Res. add 5.5% sales tax. Allow 1-2 weeks delivery.
Custom Print & Dealer Inquiries Invited.
COLOR CATALOG AVAILABLE $1.00 EACH.
P.O. Box 352769, Toledo, OH 43635-2769
Inquiries and Orders: 1(800)535-3063

the West Shore and the former-NYC Water Level Route. His photos have appeared in R&R, *Railpace, CTC Board, Horse Show* and a variety of books and calendars. This is his second trip to the Cover One finalist circle, as he had a runner-up entry in the 1990 contest.

William Bokeko

Our second-place winner in the 1997 Cover One contest was born in Allentown, Penn., in 1962, grew up in nearby Catasaqua and has been interested in trains for as long as he can remember. William Bokeko tells the rest of his story this way:

"Most of my early train-watching took place during visits to relatives who lived in view of the tracks. From one grandmother's house I could watch the Lehigh Valley running on the former-CNJ Lehigh & Susquehanna line, and I have memories of their white and black C628's pulling long trains. From the front porch of my other grandmother's house I could see the Reading's East Penn Branch, and the backyard of one aunt bordered this same line, affording close up views of the trains. While I have always lived in earshot of the local rail lines, I have never lived in view of any of them.

"My first train trip was in 1967 to visit relatives in Florida. I can still recall seeing a GG1 pulling the train into the caverns of 30th Street Station in Philadelphia and purple Atlantic Coast Line E-units in Jacksonville, Florida. I still have the paper bib from the dining car with a picture of an ACL E-unit. (It's still clean because it was never used).

"Since graduation from college I have worked at a wide variety of jobs including a brief stint as a brakeman for Conrail in 1989. I also volunteered at Steamtown National Historic Site in Scranton, Penn., from 1988 to 1991, first in the maintenance department, then later as a passenger train crew member on the yard shuttle and the excursion run to Kingsley. I am also a current member of the Anthracite Railroads Historical Society and helped restore their former BAR F3A, mostly scraping and sanding.

"My first attempts at rail photography were in 1980 with my father's Bolsey 35mm rangefinder camera and print film. Serious photography didn't begin until 1983 when I bought an Olympus OM-2n and changed to slide film. In 1988 it was replaced with an OM-4. Since then I have been able to add Tokina 35-70 and 80-200 *f*2.8 zoom lenses and 400mm *f*5.6 telephoto to the 50mm lens I bought with the camera. I use Kodachrome 64 because I like the color reproduction better than others I have tried.

"Most of my railfanning has been done within about a 60 mile radius of my home, and I have focused on the branch and secondary

★ A NEW VIDEO RELEASE ★

WS
WISCONSIN & SOUTHERN
Freight, Passenger & Circus Trains

Wisconsin & Southern operates mainly on ex- Milwaukee Road trackage in scenic southern Wisconsin. The action includes yard, local, mainline freights & a cabride. WSOR's exquisite E9's are seen on a tourist passenger train out of Madison and also powering the famous circus train out of Baraboo, Wisconsin. Plus connecting RR's: BN, SOO/CP, WC, C&NW, Metra and a Whitcomb center cab at the coal facility in Prairie Du Chien. **90 Minute Video with Narration.**

SPECIAL INTRODUCTORY OFFER!
Only **$34.95** Reg. $38.95 Exp. 12/31/97
PLUS SHIPPING & HANDLING: USA $4 / Canada $5
WI RESIDENTS ADD 5% SALES TAX
PLETS EXPRESS
(715) 833-8899
PO BOX 217 • ALTOONA, WI 54720

TEXAS & PACIFIC
- Color Pictorial -

by noted rail historian *Steve Allen Goen*. This new 128-page book features almost 300 rare photos of this historic Louisiana — Texas line. Included are complete steam & diesel rosters, a system map, historical review, plus chapters on T&P depots, passenger and freight equipment.

Order by November 1997 at the special pre-publication price of $40 + 3.50 s/h - $5 foreign.
—After Nov. 1997 price will be $49.95 + 3.50 s/h —

Four Ways West Publications
P O Box 1734
La Mirada, CA 90637

Credit Card Ordering = Fax 714/521-5664
Include MC or Visa + Card No. & Exp. Date

"BEST PRICES"

Fast Service – Satisfaction Guaranteed! • Compare & Save!

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

"WE WILL NOT BE UNDERSOLD!"

RAILROAD CHRISTMAS CARDS
12 CARDS/BOX
Specify Steam or Diesel / List $8.50
One Box $6.75 • Two $6.50EA
3+ $6.25EA

SAVE EVEN MORE... DON'T MISS OUR **DOUBLE DIAMOND ◆◆ SUPER SAVER SPECIALS!**
Thru Cover Month
All Items are in Limited Supply
Order Now!

BOOKS

20th Century Limited, 128-103 ..... 19.25
American Narrow Gauge, 107-126 ..... 33.85
Amer. RR'D Frequencies, 14th Ed., 131-01079 ..... 13.95
American Shortline Railway Guide, 131-01073 ..... 17.50
Appalach Coal Mines & RRDs (TLC), 128-114 ..... 12.95
Argent Lumber-Last of Swamprats (PFM), 120-015 ..... 29.25
AT&SF Color Guide Fr't/Pass. Equip, 106-152 ..... 35.95
ATSF Coast Line Depots, Valley Div, V2, 102-11 ..... 238.95
B&O Color Gde Frt/Pass Eq 106-164 ..... 35.95
B&O Sand Patch - Clash of Titans, 132-100 ..... 39.75
B&O V1 & V2, (EA), 110 ..... 33.50
Beauty of Railroad Bridges, 107-122 ..... 33.85
Berkshire & TX Type, 120-009 ..... 30.50
BN: Coal Country Trackside Guide, 175-106 ..... 21.75
BNSF 1994 & 1995 Annuals, 121 ..... EA 33.95
Boston & Maine in Color, 106-181 ..... 34.95
British Columbia Railway, 204-101 ..... 56.95
Burlington Northern into the 90's, 121-013 ..... 34.95
Burlington Route, V1 (FWW), 121-010 ..... 34.95
By the EL, 140-118 ..... 29.50
Cabooses of the B&O RR'D (Hubler), 215-101 ..... 37.95
C&O Coal and Color, 168-114 ..... 30.95
C&O Diesel Locomotives, 168-102 ..... 26.75
C&O Dining Car Recipe Book, 168-104 ..... 16.95
C&O in the Coal Fields, 168-112 ..... 19.50
C&O Steamliners, 2nd to None, 168-101 ..... 24.95
Cabooses of the Missouri Pac. RR'D, 239-101 ..... 55.50
Cascade Division - BN/MIL Road, 191-101 ..... 27.95
Chasing Trains - B. Richardson, 146-129 ..... 40.50
Chicago Great Western in Col., 106-177 ..... 34.95
Chicago, St. Paul, Minn & Omaha RR'd,242-RR001 ..... 24.95
Chili Line & Santa Fe-City Diff., 148-105 ..... 35.75
Cl'ss Frt. Cars, V9 (Insul. box & reef.), 140-119 ..... 19.50
C-Liners-FM Line of Consol Locos, 119-116 ..... 16.75
Clrful Look at Conrail's SD40's & SD40-2's, 157-120 ..... 14.95
Colo. & So.-Southern Div. (FWW), 121-020 ..... 34.95
Colorado Midland Rwy, 146-134 ..... 41.25
Conrail Commodities, 172-101 ..... 36.75
Contemporary Diesel Spotters Guide, 131-01068 ..... 15.50
CRM Annual '96-West. Rail Hist., 108-22 ..... 30.95
Diesel Locos-The First 50 Years, 131-01054 ..... 20.75
Diesels of the Chicago & NW, 119-110 ..... 43.25
Dinner is Served, 107-128 ..... 29.50
Donner Pass-Signor, 107-131 ..... 41.95
Durango-Always A RR'd Town, 148-106 ..... 35.95
EMD SD60, 119-115 ..... 24.95
Erie Lackawanna, V 1-4, 106 ..... EA 34.95
Feather River Cyn-UP, 109-B925 ..... 36.75
Ft Worth & Denver Color Pict, 121-026 ..... 34.95
GE's DASH 8-40C.CW/CM (Withers), 119-106 ..... 18.50
Ghost Trains & Depots of Georgia, 207-101 ..... 52.95
GN Freight Equip, BK1&2, 121 ..... EA 35.95
GN Color Pictorial V1-V4 (EA), 121 ..... 34.95
Great Northern Rwy 1945-70, 242-GN001 ..... 24.95
Gulf, Mobile & Ohio Color Pict., 121-027 ..... 34.95
Heart of the PA RRd, 131-01071 ..... 14.50
Illinois Cntrl Streamliners 1936-46, 128-120 ..... 17.95
In Search of Steam Donkeys, 223-102HC 46.95
Insull-Chicago Interurbans-In Color, 106-167 ..... 35.95
L&N 'Old Reliable", 128-126 ..... 23.75
Manhattan Gateway, 131-01057 ..... 32.95
Milwaukee Road 1850-1960, 242-MR001 ..... 24.95
Mil. Rd. in Col., Under Wires, 106-171 ..... 35.25
Mil. Rd in Color V1&2, 106-157 ..... 36.25
Minn. & St. Louis in Color, 106-175 ..... 36.75
Missouri Pacific Diesel Power, 166-101 ..... 44.50
Montana Rail Link-Main St. of S. Mont, 191-110 ..... 26.95
Mont. Maris Pass: BN Milepass/BNSF Gde,175-109 19.75
My Western Pacific, 245 ..... S/C 23.95 H/C 35.95
N&W in Color, V1, 106-179 ..... 34.95
Metrolink Commuter Train System, 107-125 ..... 13.95
Nickle Plate RD Official Photo, V1, 128-127 ..... 20.50
New Haven Power, 142-108 ..... 58.00
N.J. Transit, 103-104 ..... 23.95
Norfolk Southern Diesel Locomotives, 128-123 .15.95
Northwests Own Rwy-SP&S, V2, 145-102 GRANDE..67.50
NP Color Pictorial, V1-2 (FWW), 121-000 ..... EA 34.95
NYC Diesel Locomotives, 128-118 ..... 22.95
NYC in the Hudson Valley, 131-01061 ..... 14.95
NYC Later Pwr 1910-1968, 142-109 ..... 54.95
NYC Light Weight Pass. Cars, 128-131 ..... 23.25
NY Ontario & Western Diesel Age, 111-112 ..... 21.75
Pennsylvania Trolleys in Color, V1, 106-185 ..... 34.95
Piggyback & Containers, 107-104 ..... 35.00
President Travels by Train, 128-124 ..... 31.50
PTC Rails, 157-122 ..... 18.95
Pull. Std. Lib-Selected Hv'ywt. Cars, 144-131 ..... 36.75
Pullman St'd Library, V7-16 (EA), 144-000 ..... 30.95
Railroad Atlas, V1-V6, 169-000 ..... ◆◆EA 17.25
Railroad Radio, 232-101 ..... 16.50
Railroads of the Ohio Valley, 172-102 ..... 16.75
Red Electrics (PFM), 120-020 ..... 31.50
RGS Story, V3-V5 (EA), 146-000 ..... 53.50

NEW TITLES

NEW BOOKS

B&O Passenger Service, V1&2, 128-133 ..... EA 21.95
Black Gold & Black Diamonds, 138-102 ..... 38.95
BNSF 1996 Annual, 175-111 GNP 35.95
BNSF 1996 Motive P'wr Annual-FWW, 121-029 ◆◆ 32.95
BNSF & MRL Loco Directory 1997, 175-113 ..... 20.95
Boston & Albany, V1, 164-102 ..... 38.95
Boston & Albany, V2, 164- (V1 & V2 74.95) 38.95
C&NW Rw'y Photo Archive 1973-96, 242-RR003 ..... 24.95
C&NW in Color, 106-188 ..... 34.95
C&O Freight Cars, Hop/Gons, V1, 168-118 ..... ◆◆ 22.95
CB&Q in Color, V2, 106-186 ..... 34.95
Cabins Crummies & Hacks, V5, 140-121 ..... 19.95
CF7 Locos: From Cleburne/Everywhere, 247-1. ◆◆ 19.75
Classic Diesels of the South, 128-129 ..... 21.95
Classic Freight Cars, V10, Work Trains, 140-120 ..... EA 22.95
Colorful Look at C&NW, 157-124 ..... 17.95
Confessions of a Train Watcher, 131-000 ..... 31.50
Diesels of So. Rwy 1939-82, 119-114 ..... 45.50
Domeliners, 131-01076 ..... ◆◆ 33.95
Fairbanks Morses's Train Master, 119-121 ..... 22.50
Gotham Turnstiles, 140-122 ..... 28.95
L&N Diesel Locos, 128-137 ..... 21.75
Lionel Inspiration, 106-118 ..... 35.25
Milwaukee RD in it's Hometown, 131-01080 ..... 14.75
MRL 10th Annlv. Rail-Fan Guide, 175-114 ..... 20.95
N&W Diesels-Last Conquest, 128-134 ..... 12.95
N&W in the Appalachians, 131-01083 ..... 14.75
NG Pictorial, Loco of D&RGW, Vol XI, 130-113 ..... 28.40
NKP Road Pass Serv.-P. War Yrs., 128-135 ..... 21.95
NYC Trains of the Future, 128-130 ..... 19.95
PA-ALCO's Glamour Girl, 121-030 ..... Pre-Pub Price 33.95
Pennsy Power-Staufer, 142-110 ..... 43.95
Pennsy Steam Years, V2, 106-187 ..... 34.95
Pullman Paint & Lettering Notebook, 131-01075 ..... 18.50
Railroads of the Ohio Valley 1947-60, V2, 172-104 ..... 19.75
RG-Secret Places No One Knew, 108-111 ..... 30.50
RGS Story, V6, 146-137 ..... 52.95
Route of the Rockets-RI, 166-104 ..... 39.95
Santa Fe Diesels, 1935-65 in Color, 236-103 ..... 45.95
Santa Fe Gateway/American West, V2, 107-129 ..... 44.25
Santa Fe Fsright in Color, Gons, V2, 236-102 ..... 48.95
Steam Pass. Directory, 1997-8,131-01082 ..... ◆◆ 10.95
Texas & Pacific Color Pictorial, 121-031 ..... 34.95
Triumph I, PRR Altoona to Pitcarn, 132-105 ..... 50.95
Walt Disney RR'D Story, 109-B926 ..... ◆◆ 36.95
West. MD Diesel Locomotives, 128-132 ..... 18.50
Wis. Cent. Ltd 1987-96 Photo Archive, 242-RR004 ..... 24.95
Yellowstone Branch of Union Pacific, 249-100 ..... 17.95

NEW VIDEOS

A Last Look at Cotton Belt, 246-2 ..... 29.95
Alliance, Ohio-Conrail Hot Spot, 246-8 ..... 31.95
America by Rail, 229-CVO16 ..... 19.95
BC Rails North End, 246-12 ..... 25.95
Best of Passenger Trains-East, 129-53130 ..... 23.75
BNSF South of La Cross, WI, 246-4 ..... 25.95
BN's Mississippi River route, 134-117 ..... 37.95
CC&P-The Last Days, 134-119 ..... 31.50
Cheyenne St'm Tr'n-Inc'l CAb Ride, 225-W34 ..... ◆◆ 15.95
Classic Chicago Railroading, 100-FFS02 ..... 15.25
Conrail & GTW at So. Bend, IN., 246-11 ..... 45.95
Conrail & UP Around St. Elmo , IL., 246-12 ..... 29.95
CSX Jacksonville to Plant City, V7, 129-53139 ..... 23.75
CSX Trains of Bone Valley, 124-139 ..... CALL
East Broad Top, 100-ETOP 23.75
EBT Fall Spectacular 1996, 184-125 ..... 23.25
Grand Canyon Railway, 193-GH307 ..... 18.95
Mid-America at Mid-Century, 211-124 ..... 23.50
NS & IC at Tolono, Ill, 246-3 ..... 29.95
Ohio Central-Buckeye Rte, 211-123 ..... 19.95
On Loc. Sandpatch Thru Alleghaneys, 131-15035V 22.50
Pass Tr'ns of the 60's, v1-3, 129-00 (SET) ..... ◆◆ 39.75
Steam Driven Man, 100-CHAD 15.75
Steam Over Tennesse Pass, 100-SOTP 23.75
Sunrise/Sunset-UP's Gibbon's Jct., 100-MVSGJ 15.25
Today's EMD Diesels, 131-15037V 14.95
Trains of Northern N. Eng., 246-5 ..... 35.95
Trains of the Rarhole, 246-7 ..... 29.95
UP's Marysville Sub, V1 & 2, 100-MVSI2 ..... Set 38.50
UP Steam Across Rockies, 225-VV33 ..NEWEST ◆◆ 15.50
UP Super RR'D, V5, 129-53140 ..... 14.25
Winter on Kicking Horse Pass, 184-KICK 23.75
Winter on Tennessee Pass, 184-123 ..... 27.95
Wisconsin Central 1997, 246-13 ..... 31.95
Winter on the MRL, 184-MRLW 28.75

Rock Island Color Pic. V1,2 (FWW), 121 (EA) 34.95
Rte of the Eagles-MP Streamline Era, 166-102 ....35.75
Santa Fe 1940-71, V1-V4, 106-000 ..... EA 35.95
Santa Fe In the Mountains, 131-01060 ..... 14.75
Seaboard Coast Line, 128-121 ..... 14.25
SF 1988 Motive Power Pictorial (SC), 121-003 ..19.95
SF-Gateway to the American West, V1, 107-121 44.25
Soo Line 1975-92, 242-RR002 ..... 24.95
Soo Line in Color, 106-183 ..... 34.95
Southern Pacific in Oregon (PFM), 120-017 ..... 38.95
Sthrn Rw'y Syst. Pict-Wash-Atlanta, 121-023 ..... 34.95
SP 1995 Motive Power Annual, 121-021 ..... 34.25
SP&S Cabooses, 175-110 ..... 23.95
SP's 4300 4-8-2's (Revised), 195-102 ..... 44.75
SP's Coast Line , 195-101 ..... 50.50
SP's Shasta Route, 121-028 ..... 34.95
SP in the Bay Area, 131-01070 ..... 15.00
SP in the West-PT2, "I-5" Corridor, 191-109 ..... 33.95
SP Dieselization, 120-010 ..... 32.50
Spokane, Portland & Seattle, 120-023 PFM 58.95
Stampede & Steven's Passes-Guide, 175-112 ..... 20.95
Tacoma By Trolly, 120-022 ..... 29.50
Tehachapi (Schmollinger), 115-103 ..... 35.95

T T. California Reg. #8, 105-WCA8 ..... ★★ 12.50
T T. Inter M'tn Reg. #2, 105-102 ..... ★★ 10.75
T T. Pacific NW Reg. #4, 105-104 ..... ★★ 11.75
T T. Rocky M'tn Reg. #4, 105-WRM4 NEW ★★ 11.75
T T. SW Reg. #3, 105-101 ..... ★★ 11.75

The "L" - Chicago Rapid Tran. Sys., 147-B-131 ..43.75
They Felled the Redwoods, 237-102 ..... 24.95
Thunder in the Mountains, 237-101 ..... 24.95
Union Pacific Switchers, 119-119 ..... 18.00
U-Boats - McDonnell, 115-105 ..... 38.95
UP -The Salt Lake Route, 115-117 ..... 46.95
U.S. Military Railway Serv., 115-102 ..... 24.75
West Virginia Logging, 128-104 ..... 15.25
Wis Cent.: RR'D Success Story, 131-01069 ..... 34.95
Wrecks, Accidents & Collisions, 112-101 ..... 27.95

VIDEOS

4501-Three Decades of Excursions, 129-53134 ..30.95
4960 St'm Star of Grand Cy'n Rwy, 167-126 ..... 23.50
Across the Heartland, 100-HRTLAND 19.75
Along the Pocahontas District, 100-POKEY 22.25
Birth of a Viewliner, 211-105 ..... 23.50
BNSF's Stevens Pass, 216-104 ..... 23.75
Burlington Nothern's Funnel, 100-FUNNEL 15.75
Cass & Mower Logging Railroads, 129-53120 ..... 22.25
Conrail Middle Division-Alt.-HR'SBG, 129-53126 28.75
CR's Ch'go Line-Buffalo to Berea, V3, 184-121 ..27.25
CSX & NS at Attica Jct., 246-1 ..... 29.95
CSX V1-V6, 129-0 ..... EA 28.75
Escanaba & Lake Superior, 134-118 ..... 31.50
Feather River Cyn E-9's, 100-FRE9 ..... 15.95
Garden Railway Dreamin', V1-5, 225 ..... EA 21.95
Grand Canyon-Weekend of Steam, 225-VV29 ..... 17.95
Geared Triple Header, 225-VV22 ..... 21.95
Hi'ball Al'g the Columbia, V1&2, 184-116 (Set) ..38.75
Highball Down the Yazoo, 184-115 ..... 22.25
Highball Over Silver Zone, 184-117 ..... 27.25
Illinois Centrai, V1&2 (3hrs), 100-ICSPEC 37.75
Into Allegheny Range, V4 (2 tapes), 100-AR4 ..... 28.25
Milwaukee Road, V1- 3 (EA), 100-MILWI 14.95
Milwaukee Road ..... 3 Vol Set 37.75
Mount Rainier, 100-RAINIER, ... 14.75
NS-Atlanta to Chattanooga, 129-53124 ..... 28.75
N'ti Parks/West by Train (2 videos), 193-GH077 ..24.95
NYC Odyssey, V1-2 (EA) (2 tape set), 129-000 ..... 54.95
Penn Central-2 Tape Set, 129-53128 ..... 34.95
On Location, All Videos 131-000 ..... EA 22.50
3 for 131-A ..... ◆◆ EA 21.50
4 for 131-B ..... ◆◆ EA 21.00
Railfanning S. Cal. in the 50's, 100-SOCALHS 28.75
RGS/The DRGW, 129-53127 ..... 14.75
Rocky Mountaineer, 211-119 ..... 23.50
Salute to the SOO Line, 134-115 ..... 37.95
Santa Fe Vintage Diesels, 100-FFS01 ..... 15.25
Stacks & Semaphores, 184-122 ..... 23.25
Steam Giants Across America, 129-53131 ..... 26.50
Steam-Power Sawmill, 248-1 ..... 27.95
The Funnel-BN/MRL, 124-140 ..... CALL
Today's Vintage Twin Ports, 134-118 ..... 31.50
Tower 55, 100-T55 ..... 14.75
Tracks Ahead, V1-4, 100 ..... EA 17.95
Train Mountain Museum, 129-53136 ..... 15.25
Train Wrecks, Crashes & Disasters, 126-NV040 ..24.95
UP 844-Back on the Tracks, 225-VV28 ..... 17.95
UP Stm-844 & 3985 on the Dble, 225-VV24 ..... 17.95
UP Super RR'D-Oregon Short Line, V4, 129-5313722.95
UP-Super Railroad, V1-2, 129-0 ..... EA 28.25
UP-Super Railroad, V3&5, 129-53132 ..... EA 14.25
UP Odyssey, V1 & V2 (EA) 2 tape set, 129-0 ..... 48.95
White Pass & Yukon Route, 154-101 ..... 23.95
Wisconsin Central, 184-114 ..... 27.95
World's Fastest Trains, 193-GH055 ..... 16.95

ALLEN KELLER VIDEOS

Vol 1-27 (each), 099-0 ..... 30.95
All Items Are Limited to Supply on Hand!

GREENBURG BOOKS–NOW 20% OFF LIST

T-SHIRTS ★★

Full Color Silk Screened / Fruit of the Loom - BEST!
ADULT: S-XL/$9.50, XXL/$10.25, XXXL/$11.00 *KIDS:* $8.00 ◆ *Kid's only*

Amtrak "Genesis" 800
BN-1 With(4) Engines 2008
BN Mac 9401
BNSF Chico 1004
BNSF "Feel Thunder" 2016
BNSF Merger 2009
BNSF Pulling (3 Eng.) 9297
Burlington Route #227
C&NW "Memories" #6601
C&NW System 8630
C&O Kitty (Sleeping) 1003
CGW Rwy-F Unit #116A
Chessie SD40 7617
Conrail C40-8W #6107
CSX Chessie System 7744
◆ Daddy's Little Railfan #2019
◆ Danny Diesel #2004
◆ Darla Diesel #2005
Elk River SHAY
FEC F Unit #502
Frisco 1522
◆ Grandpa's Little Railfan 2020
IC Diesel #6137 GP
Illinois Central-F's #100
L&N "Old Reliable" F Unit 2018
LV Diesel #578 @ Signal Br.
Mil Rd-Diesel & Cab. #2021
MR "Dome" #104
Nickel Plate Road #329
NP Rwy-Steam #328
NS Dash 9 w/Horse #8764
NS-In Bridge #8889
NYC 20th Cent #4093
◆ Passenger Train 1008
Reading F #902 @ Signal Br.
RI GP w/Wings #1274
Rock Island "Rocket" 652
◆ Samantha Steam Eng. 2006
◆ Sebastian Steam Eng. 2007
SF #2804 - Yellow/Blue
SF Dash 9, #617
SF F's-Ocean&Palms #304
Soo F-Unit #500
Soo Line-Ds'l & Cab. #6601
So Rwy 2-8-2, #4501
SP Dash 9, #8106
SP Daylight #4449
"Steam" w/Ghost Eng'r 1006
◆ "Train" 1002
◆ "Traintown" 123
◆ Trish Trolley #2013
◆ Troy Trolley #2012
Union Pacific E Unit 951
UP "Big Boy" 4017
Wabash Ds'l F-Unit 671
Wisconsin Central #6656
◆ Willie Warbonnet 2011
W. MD Big 4 SHAY

All Tees listed below are 20% off list prices!
Kids–List $10.00 ..... *SALE PRICE $ 8.00* ★★
Adult S-XL–List $12.00 ..... *SALE PRICE $ 9.50* ★★
Adult XXL–List $13.00 ..... *SALE PRICE $10.25* ★★
Adult XXXL–List $14.00 ..... *SALE PRICE $11.00* ★★

ALLOW 3-4 WEEKS DELIVERY ON TEES

Send $1.50 with SASE for wearables catalog showing designs available. Refundable–free with order!

NEW TRIUMPH I

ALTOONA TO PITCAIRN PRR HISTORY
From 1846-1996 • 488 Pages • 688 Maps
Illustrations & Photographs
List $65.00–***OURS $50.95*** ◆◆ Stock# 132-105

NEW 1998 TRAIN CALENDARS

WE ALWAYS RUN OUT! • ORDER NOW!

131-68100 Trains
131-68102 Golden Years of Railroading
131-68096 Model Railroading
131-68099 Classic Toy Trains
159-4334 Colorado Narrow Gauge
159-461X Howard Foggs Trains
159-5179 Pennsylvania Railroad – $10.50 EA.
159-525X Images of Railroading-Ted Rose
159-5330 Santa Fe Railroad – $10.50 EA.
159-5411 Southern Pacific – $10.50 EA.
159-5829 Those Magnificent Trains-DIT
159-4040 American Street Cars
159-5284 Red Cars/Yellow Cars

List $14.95: ***Our Price 9.95, 2/8.95EA, 3+/8.50 EA***

FREE with $100.00 ORDER

1998 Calendar–Your Choice

From those listed above. You must request your free calendar by name and stock# when you place your order.
S/H $1.oo EA on Free Calendars

CHRISTMAS GIFT FOR YOUR SWEETHEART

CHESSIE KITTY AFGAN • 4' X 6' • SOFT & COZY

Chessie & Kitties sleeping in center with emblems in each corner.
List $49.95 – While supplies last: 26% OFF ***$36.95***
Special Sale ends when supply is exhausted!
This is a top quality keepsake that you can Use.
SHE WILL LOVE IT! ORDER NOW!

SALE 20% OFF OF SWEATS & JACKETS BELOW

SWEAT SHIRTS

ADULT S-XL/$18.95, XXL/$19.95 XXXL/$20.95,
KIDS $13.95
Allow 3-4 weeks on sweats & jackets

JACKETS

"Super Cotton" Baseball Style
Fruit of the Loom / Ash w/black sleeves
ADULT M-XL/$49.95, XXL/$52.95
Lined–Very Warm!

Sweats & Jackets are available in most "T" shirt designs above

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great buy!
Most Road Names–Call 12"x18", Multi-Pockets ...$32.95

COLLECTABLES ★★

Engineer Hats - Adult/Child: 5.00
Railroad Hats Adjustable - Most Roads 5.00
Belt Buckles (Brass, Pewter & Silver Finish) ..... 5.98 / 8.95
Cloisonne Pins (Deluxe) Small & Large ..... 2.00 / 3.00
Cloth Patches, Most RRd Names 2.00-4.98
Coffee Mugs - Logos/Train Picture, Most Roads 5.00

Many Other Assorted Items!
Include $5.75 Shipping/Handling for Wearables & Collectables.
★★ ***$15.00 MINIMUM ORDER PLEASE***

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R
BREA, CA 92821

VISA MasterCard DISCOVER

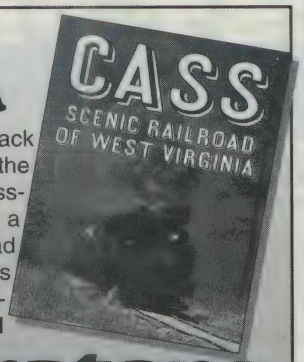
SEND $3.00 & SASE
FOR LATEST BOOK & VIDEO CATALOG
REFUNDABLE – FREE WITH ORDER

Info & Other Matters **714/529-0436**
VISA, M/C and DISCOVER
24 Hour Fax **714/529-6665**
PRODIGY **WBYG55A**
Firm Orders Only! **1-800-352-2923**
Order Toll Free

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR BOOKS & VIDEOS ONLY –$4.00 first item. Add $1.00 each additional item.
SORRY NO C.O.D.S

FOREIGN CUSTOMERS:
Our Special Sales Pricing is extended 30 days just for you! You must mention this in your order.
FOREIGN: $6.00 per book/tape, plus $3.00 per additional.
California residents add 7.75% sales tax.
Rush deliveries available.
Prices are subject to change without notice
$15.00 Minimum Order

CASS SCENIC RR OF WEST VIRGINIA



By Frederick A. Kramer. High upon Cheat Mountain and back across the crests, a soaring wave of giant spruce once ruled the endless skyline. It was virgin forest, immense and inaccessable. In bringing the trees down from their mountain stand, a logging railroad was needed. And the Cass Scenic Railroad was born. In these pages you will see photos of railroaders and lumbermen at work and classic shots by renowned photographer John Krause.**(A00908).....$8.95 + S&H**

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens

TO ORDER TOLL FREE CALL 1-800-474-6995
HAVE CREDIT CARD READY!

PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

THE GREAT TRAIN VIDEO SALE!

All Plets Express RR Videos are on Sale for a Limited Time!

MISSABE RAILS A contemporary system wide look at famous ore hauler, Duluth Missabe & Iron Range RR, located in Northeastern Minnesota. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

DAKOTA MINNESOTA & EASTERN The DM&E is a regional RR that travels from Winona, MN to Rapid City, SD. See great action as DM&E travels the towns & wheat fields. Cabride on DM&E SD10 #555. 101 Mins.
Regular 38.95 ..... **SALE 31.95**

LTV STEEL ORE LINES See LTV mining's F9's Alcos & Baldwins working the mines and the rail line to Taconite Harbor plus great dock and ship loading. 90 Min.
Regular 38.95 ..... **SALE 31.95**

DULUTH WINNIPEG & PACIFIC In the arrowhead region in N.E. Minnesota. See DWP yard & freight action from Superior to International Falls. Some vintage RS11 Alco footage & CN & the MD&W. 100 Mins.
Regular 38.95 ..... **SALE 31.95**

TACONITE TRAINS OF MINNESOTA See 4 Northeast Minnesota Iron Ore haulers including: Burlington Northern, Cyprus Northshore Mining, Duluth Missabe & Iron Range & the LTV Steel Mining. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

C&NW IN NORTHWEST WISCONSIN A regional look at the Chicago & Northwestern. Great action: Altoona west to Hudson, east to Adams & north to Superior. 20 different diesel models & cab ride. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

ALCOS ON THE GREEN BAY & WESTERN See Wisconsin's last all Alco powered railroad as the GB&W works the scenic line from E. Winona to Green Bay, WI. Includes cab ride and connecting railroads. 100 Minutes.
Regular 38.95 ..... **SALE 31.95**

THE TRAINS OF WINTER Snow train action on twenty upper Midwest railroads. Shot in Minnesota, Upper Michigan, Wisconsin, and Ontario, Canada. Diesel power from EMD, GE, Alco & Baldwin. 90 Minutes.
Regular 38.95 ..... **SALE 31.95**

NICOLET BADGER NORTHERN Located in Northeastern Wisconsin this video features the NBN winter logging trains and Baldwin RS12 #207 on the Nicolet scenic rails tourist line. Runbys and Cab ride. 60 Minutes.
Regular 35.95 ..... **SALE 27.95**

SALUTE TO THE SOO LINE A look at the Soo from Chicago & across Wisconsin along the Mississippi River to Minneapolis & St. Paul, MN to Portal, ND. 15 models of Soo Diesel power, from GP7's to SD60MS. 2 Hrs.
Regular 47.95 ..... **SALE 40.95**

All of our tapes include a handy location map. Videos are in color with live audio & narration.

FOX RIVER VALLEY RAILROAD A regional railroad that used vintage EMD locomotives as it served the Wisconsin paper producing Fox Cities. Once part of the C&NW and now owned by the WC. 100 Minutes.
Regular 38.95 ..... **SALE 31.95**

NORTHLAND BALDWINS AND THE E&LS Train action on the Escanaba & Lake Superior RR located in timber & paper regions of Upper Michigan & N. Wisconsin. Rare diesel power incl. Baldwin & EMD. 90 Mins.
Regular 38.95 ..... **SALE 31.95**

TWIN CITIES HOT SPOTS Exciting train action from 30 locations in and around Minneapolis and St. Paul, MN. Shot in 1993, it includes 15 different railroads including some steam action. 2 Hours.
Regular 47.95 ..... **SALE 39.95**

BN MISSISSIPPI RIVER ROUTE 300 scenic miles of fast paced BN action from the Twin Cities to Savanna, Il. Yard, local, & mainline freights. Steamer #261, CN & connecting RR's, barges & riverboats. 90 Mins.
Regular 47.95 ..... **SALE 40.95**

ALCOS IN THE CORN BELT Located in Illinois & Indiana, this video features Alco train action on the Indiana Hi-Rail & the Kankakee Beaverville & Southern. See Alco models RS11, C425, C420 and a S4. 100 Mins.
Regular 38.95 ..... **SALE 31.95**

TODAY'S VINTAGE TWIN PORTS 1996 Vintage steam & diesel action from Duluth-Superior region. NSSR, D&NM 2-8-2 #14, SOO 2-8-2 #1003, SOO FP7 #2500, Fairbanks Morse & more! 120 Mins.
Regular 38.95 ..... **SALE 31.95**

THE TRAINS OF ALGOMA COUNTRY Located in scenic Ontario, Canada this video features freight and tourist trains of the Algoma Central plus the CP Rail and WC at Sault Ste. Marie. 98 Minutes.
Regular 38.95 ..... **SALE 31.95**

CHICAGO CENTRAL THE LAST DAYS Shot just before & soon after reacquisition of CC&P by Illinois Central. Long lashups of CC&P Geep's. Yard, local & mainline freights across Iowa & Illinois. 90 Mins.
Regular 38.95 ..... **SALE 34.95**

C&NW IRON ORE ROUTE A System wide look at the Michigan taconite operations on the Chicago & Northern Western RR. Mines & tac plant, ore trains, Escanaba ore port, and ship loading. 96 Minutes.
Regular 38.95 ..... **SALE 31.95**

WISCONSIN & SOUTHERN Freight, Passenger & Circus Trains. Yard, locals, mainline freights & cab ride. WSOR's E9's are featured along with other interesting diesel power. Plus connecting RR's. 90 Mins.
Regular 38.95 ..... **SALE 34.95**

Sale Expires January 15, 1998
Wisconsin Residents Add 5% Sales Tax
Shipping & Handling: USA $4 Canada $5 /$1 Each Additonal/ 3 Ship Free

PLETS EXPRESS

PO Box 217 • Altoona, WI 54720 • (715) 833-8899

lines. I have made some trips out of the area to New England, Virginia, Maryland and western Pennsylvania. One of my most memorable experiences was chasing Conrail's East Penn Drill on the last run over the former Ironton Railroad line to deliver a car to Coplay Cement in Egypt, Pa., in 1983. The engineer saw me chasing the train and offered me a ride in the cab with the warning that 'if we go on the ground, you'll have to walk back to your car.' I also made my first photo sale that day as the engineer wanted some pictures of the last run.

"I have no formal training in photography and learned through practice, experimenting and reading books and magazines on the subject. Two big influences were a copy of Don Ball Jr.'s book *America's Railroads—The Second Generation* I received as a gift and North Western Illinois Chapter NRHS book *NWI's Guide to Photography*. In the past few years I have begun to take landscape and scenic photos which has helped me to look at the entire scene in the viewfinder instead of just the train. I have also had photos published in *Railpace* and *Trains*.

"Currently, I am single and live in an old farmhouse just west of Allentown in Lower Macungie Township near the town of Wescosville, where I can hear the trains on Conrail's Reading Line — but like the other places I have lived, I still can't see them."

Cartier authors

Due to space commitments for the Cover One Contest we will profile the authors of this month's Cartier feature, Gary Zuters and Mel Wilson, in the January 1998 R&R.

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL: The history of your favorite road told in time-tables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MKT, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables.....$25
Any five sets of three TT's each,15 Timetables.....$100

PRE AMTRAK SPECIAL: The end of intercity passenger service. One 1960s timetable from each of 30 RRs listed above. You'll see what the service was during the last decade of RR operated passenger trains.

All 30 Timetables.....$125

EMPLOYEE TIMETABLES: Learn about RR operations with ETTs: line by line detail information, special rules, etc. Railroads included are ATSF, B&O, BN, Conrail, C&O, CSX, C&NW, CRIP, IC, GN, L&N, Milwaukee, MP, NS, PC, P&LE, RDG, SP, SOO, UP. Random dates, divisions.

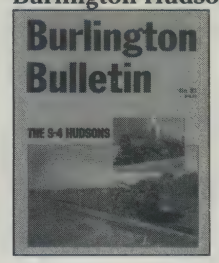
Any 5 ETTs.....$50
Any 10 ETTs.....$80
Any 20 listed above.....$120

VISA / MC / AX
New Catalogue Issue Monthly
Sent with each order or SASE

RAILROADIANA

by STEVE BARRY

Burlington Hudsons



Burlington Bulletin No.33, The S-4 Hudsons, by Hol Wagner, published by the Burlington Route Historical Society, P.O. Box 456, La Grange, IL 60525; softcover, 164 8½″×11″ pages, $16.00 plus $4.00 shipping. It's also available from the Illinois Railway Museum, 7000 Olson Road, Union, IL 60180; 815/923-4391; VISA/MC accepted (III. res. add 7% sales tax).

Without a doubt, the Burlington Hudsons were legendary. They were brutish and graceful machines of classic design on a road not known for conventional cosmetics on matters of steam motive power. Constructed after the stock market crash of 1929 by Baldwin, simultaneously with the equally famous O5 4-8-4s from the same builder, the 14 Hudsons, Class S4, featured a more-than-ample boiler, 78-inch drivers and enough stroke to move a heavy train and sustain it at over 100 m.p.h.

The Hudsons were something special, and they held their own filling in for the speed-record setting *Zephyr* streamliners when the Winton-powered shovel-nosed locomotives were down. In fact, two of them — the 4000 and 4001 — were shrouded in stainless steel to match the *Zephyrs* before the trainsets were even delivered. In addition, between the 1940s and 1960s, several of CB&Q's 4-6-4s were used on the famous fantrips across the Burlington system, helping to keep the memory of this fine class alive.

Fortunately, five of them survive, and one may even run again. Each time I talk to someone who remembers the Hudsons, the dominant recollection is "loud." These Hudsons were apparently among the loudest and most staccato-sounding of the era. It would sure be nice for the current generation to see and *hear* the legend of a Burlington Hudson first hand.

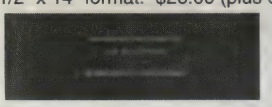
The Burlington Route Historical Society produces one of the finest magazines of any historical group, *Burlington Bulletin,* and it often assembles special issues for various causes. This No.33 is dedicated to the famous Hudson fleet in all of the incarnations. Editor Hol Wagner provides a detailed and easy reading text and literally several hundred detailed captions describing an even greater number of photographs. Since this is a magazine and not a book, there are no chapters, per se. But the book is divided by subheads and broken down into logical segments. There are anywhere from four to eight photos on each two-page spread, and it appears to me that every Hudson is covered in every incarnation. Sidebars are plentiful, and they include various posters, advertisements and event descriptions, such as the *Royal Scot* visit during 1933 and the shrouding of 4001, the second of the two named *Aeolus*. Separate subheads cover the fantrip era and the donation of five Hudsons to towns along the Burlington and subsequent ownerships, like the 3007 now at the Illinois Railway Museum. And the photo credits almost read like a who's who of Midwestern shooters. Most of the photos are black & white, though several color photos and illustrations appear throughout.

This is as fine a tribute to a locomotive class as anyone could hope for. It required the help and donations of dozens of people to make it happen, including that of a printer. As a result, the BRHS gave generous quantities of the book to the various organizations protecting the remaining five Hudsons. Especially generous was the gift of 1000 copies to the Illinois Railway Museum to sell in the bookstore. IRM has been ardently raising money to restore its 3007, the former-Purple Martin theme park engine from Iowa. IRM has its own six-mile, 50-m.p.h. main line, and currently the BNSF is warm to operating steam for certain civic events. Right now, a donation to IRM for the 3007 could be the best restoration investment in the land. Meanwhile, this book is as big and business-like as the locomotives themselves, and devotees of big steam won't be disappointed. I bought my copy from IRM — MIKE DEL VECCHIO.

Erie Lackawanna Historical Society
New Books

Erie USRA Heavy Pacifics
This 80 page book by D. G. Biernacki provides comprehensive coverage of these fascinating locomotives. $18.00 per copy (plus S&H).

Erie Lackawanna Freight Equipment Diagram Book
90 pages of data and diagrams corrected to 1975. This book contains the diagrams for the cars in Larry DeYoung's *"EL Color Guide to Freight and Passenger Equipment"* book. Spiral bound 8 1/2" x 14" format. $26.00 (plus S&H).



DL&W Freight Car Diagram Book
Over 120 pages of factual information about the DL&W fleet in 1952. Now available at $18.00 per copy (plus S&H).

NOW AVAILABLE: **1998 EL Calendar** with 14 great color photos. $8.95 plus $2 S&H

Order from: **ELHS**, Department RF
One Cottontail Lane, Columbia, N.J. 07832
S&H $5 U.S.A, $7.50 Canada, $10 Europe
N.J. & PA residents add 6% sales tax.

ELHS membership at $20 per membership cycle. Cycle includes two issues of our magazine "***The Diamond***" and three newsletters with modeling information.

LOCOMOTIVE QUARTERLY

Vol XIX No. 1

FEATURING

- Long Island Steam
- Illinois Central Mikados—Pt. 2
- Cincinnati Power Pre-1920
- Photos by John P. Ahrens

100-plus Large Photos
and supporting text
in a book-quality,
ad-free Steam Journal

$12.00 per issue
($12.85 Canada; $13.00 overseas)
$44.00 per 4-issue subscription
($47.00 Canada; $48.00 overseas)

Metaphor, Dept. 1097R
P.O. Box 383
Mount Vernon, NY 10552-0383
-or at your dealer

Send Self-Addressed Stamped envelope for back issue list

Receive Train Communications Anywhere!

UNIDEN BEARCAT BC-235XLT Trunktracker

• Programable • 300 Channels • 12 Bands Including Public, Service Air and 800MHz
ONLY $259.99 ($8.00 shipping)
Features: 10 Banks of 30 channels, 10 priority channels, twin-turbo scan & search, one-touch weather band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Accessories: 2 Ni-Cad rechargeable packs, AC adapter/charger, rubber antenna. Dimensions: 2 1/2" x 1 3/4" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular) CC015 Leather Carry Case $27.99

UNIDEN SPORTCAT SC-150
• 100 Channels • 12 Bands Including Public, Service Air and 800MHz
ONLY $159.99 ($8.00 shipping)
Features: 10 one touch direct access channels with 10 corresponding channel identifiers, twin-turbo scan & search, one-touch weather, band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Specify yellow or black. Dimensions: 2 1/2" x 1 3/4" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular). CC015 Leather Carry Case $27.99

All merchandise new, in factory sealed cartons
Send for Free Catalog Listing Scanners, CB's Plus FM Two Way Radios, and Accessories
MASTERCARD — VISA — COD'S ACCEPTED

Scanner World, USA®
10 New Scotland Ave.
Albany, NY 12208
Phone: (518) 436-9606 • Fax (518) 465-2945
TOLL FREE ORDER LINE: 800-476 7990
Internet: http://www.scannerworld.com
"The Largest Dealer of Scanners in the World"

NEW PAINT SCHEMES Both Burlington Northern & Santa Fe Railway and Canadian Pacific Railway have recently changed their images, reflecting their respective corporate heritages.

In 1996 BNSF introduced its "Northern Lines" image based upon Great Northern orange and Northern Pacific green, which was then applied to a 164-unit order of GE Dash 9-44CW's (960-1123), with delivery completed in early 1997. The "pumpkins" or "goat boats" were immediately popular, and many older units began to get repainted in the same livery. Meanwhile, deliveries continued with 100 Dash 9-44CW's (700-799) in the modified Santa Fe red and silver "warbonnet" scheme, as well. While most of the units were being painted at GE in Erie (**November 1997 R&R, page 3**), some were sent to Mid-America Railcar in Kansas City for final painting. One of those units, the 740, emerged in early September 1977 in a modified version of the Northern Lines scheme, combining the GN/NP colors with the Santa Fe oversize "cigar band" nose herald with "BNSF" stretched out in a 2:1 aspect (**page 3**). The orange was widened on the side of the unit, and the art deco end stripes from the cigar band herald were picked up for use as a top and bottom separator on the unit's flanks. The end result was stunning. The 739 and 745 quickly followed but were without lettering or stripes.

In late September BNSF announced that the new "heritage" livery would be applied to all future deliveries except the 26 SD75I's coming immediately from EMD. The 700-series Dash 9-44CW's will continue to be delivered in the warbonnet until the already-purchased stock of red and silver paint is used up. As of the end of September, deliveries were into the 760s in warbonnet, with only the 739, 740 and 745 in the new heritage orange. The 700-series order is for 164 units, though the paint scheme was originally specified for only for the first 100, with the remainder "to be determined." That determination now appears to have been made: heritage orange. And it appears to mean the end for any more new units in the red and silver warbonnet!

In late September BNSF announced that they were to acquire 409 new locomotives during 1998 (with approximately 27 of those delivered in 1997). These would consist of 252 Dash 9-44CW's from GE and 157 SD70MAC's from EMD. During 1996 BNSF acquired 227 locomotives and will take delivery of another 232 units in 1997. By year's end 1998, BNSF expects to have approximately 3,800 road locomotives, about one-quarter of which will have been acquired during the past three years!

Canadian Pacific Railway has also changed its image by returning to a new version of the traditional beaver and shield. Canadian Pacific had changed its corporate name to "CP Rail" in 1968 and held onto it until 1996 when it went back to the traditional name and moved its headquarters from Montreal to Calgary. CPR's new herald features a circular band that carriers the name Canadian Pacific Railway. Inside the band, a beaver (a symbol CPR has employed off and on since 1885) sits atop a shield bearing a maple leaf, the symbol of Canada. A banner bearing the year 1881, the year of incorporation of CPR, completes the emblem, which is resplendent in tones of burnished gold. The new herald, along with CANADIAN PACIFIC spelled out in large white block letters will appear on the sides of the solid red locomotives (**page 3**).

As part of the unveiling of the new identity, Canadian Pacific will be running a train consisting of CPR display cars 80 and 81 coupled to a freshly-painted GP38. This train began touring the CPR system on Sunday, September 14, 1997, with stops to include Calgary, Winnipeg, Toronto, Ottawa, Montreal, Minneapolis, Kamloops, Vancouver as well as 19 other cities across Canada.

VIA FP9Au's HAVE RETURNED TO ACTIVE SERVICE April 28, 1996, was the target date set by VIA to eliminate all steam heated passenger trains, including the eleven remaining steam generator-equipped cab units built for Canadian National in the 1950s. A year after the 1996 retire-date, VIA decided to return seven of the eleven F-units to active service following the replacement of their steam heating plants with the installation of electric generators commonly referred to as head end power (HEP) units.

The modified covered wagons are being tested on VIA's services to northern Quebec, between Montreal north to Jonquière and Senneterre (**see page 3**). Following testing, 6300 (ex-VIA/CN 6524), 6302 (ex-VIA/CN 6533), 6304 (ex-VIA/CN 6509 [this unit was renumbered 1967 for Confederation Train service during 1967]), 6307 (ex-VIA/CN 6515) and 6308 (ex-VIA/CN 6521) will be sent out to midwestern Canada to handle VIA's Winnipeg-Churchill train while 6311 (ex-VIA/CN 6529) and 6313 (ex-VIA/CN 6526) will be assigned to the remote services in northern Quebec.

These units were remanufactured in the mid-1980s from FP9A's and renumbered from their original CN numbers into their present-day 6300-6314 numbers. The 6300-6302 were rebuilt in 1983, 6303-6312 in 1984 and 6313-6314 in 1985. The 6300-6311 were worked over at Pointe St. Charles main shops, while 6312-6314 were done at Moncton. The original 15 units received from CN have dwindled over the ensuing years. The 6310 and 6314 were involved in a wreck in 1993 and scrapped, while in 1994 the 6305 and 6306 were sold to *Les Trains Touristique St. Laurent* for excursion service between Clermont and Quebec City and are now on the new Waterloo-St. Jacobs Railway in their original CNR numbers 6508 and 6520. Nevertheless, these few venerable FP9s will ensure that bulldog noses will continue to be seen in the great white north for years to come — PIERRE OZORÁK.

RAILAMERICA BUYS MORE TRACK IN MINNESOTA RailAmerica, owner of Hutchinson-based Dakota Rail, announced on August 22, 1997, the purchase of 44 miles of track in and around Hinckley, Minn., from Burlington Northern & Santa Fe. Newly-formed RailAmerica subsidiary, the St. Croix Valley Railroad Company (SCXY) is their second Minnesota acquisition from BNSF and third overall from BNSF in the past year.

The St. Croix Valley was scheduled to begin operations over 60 miles of rail line on September 1, interchanging traffic with BNSF at Hinckley. The railroad will own 33.3 miles of ex-NP track north from North Branch to Hinckley and 11.1 miles of ex-GN west from Brook Park to Mora. It will have 16 miles of trackage rights on the old GN from Brook Park north to Hinckley.

The day-to-day operations of SCXY will be managed by John Neal, a former Santa Fe employee with more than 18 years of railroading experience. His general offices will be in Hinckley. Rail traffic on the two lines primarily consists of grains, wheat and flour, as well as intermodal traffic. The lines generate approximately 4,000 carloads per year — TERRY DAVIS.

CN AND CSX REACH JOINT AGREEMENT On August 22, 1997, CN and CSX announced that they have reached a joint marketing / operating agreement that will improve the ability to divert freight shipments away from the trucking industry to their respective rail systems and maintain market-competitive alternatives for rail shipments between Canada and the U.S. Northeast.

The agreement forged by CN and CSX has three key elements: a mechanism allowing CN and CSX to quote through transfer rates for new business moving between certain points on each carrier's network; new trackage rights arrangements in Buffalo, N.Y., on Conrail's former New York Central trackage, to maintain a direct connection between CN and NS, and operating arrangements in Chicago which will cut transit times for CSX intermodal trains by allowing them to operate over undisclosed segments of CN track. CN also wants improved access to Gibson Yard in Chicago. (In order to expedite traffic, CSX might also possibly investigate trackage rights over CN track in southern Ontario between Buffalo and Chicago via Windsor, Ontario.)

As a result of the agreement, CN will now back the CSX / NS acquisition of Conrail, thus removing another possible stumbling block in the process of STB approval.

CP Rail, now Canadian Pacific Railway, also seeks reciprocal switching at fair rates between New York and Philadelphia, trackage rights at non-discriminatory rates from Albany to New York City and Long Island along both the east and west shores of the Hudson River and the elimination of service limits placed upon the Delaware & Hudson Railway in 1976 when ConRail was formed. It seems that the Canadian roads are refusing to back down as NS and CSX envelope the Northeast.

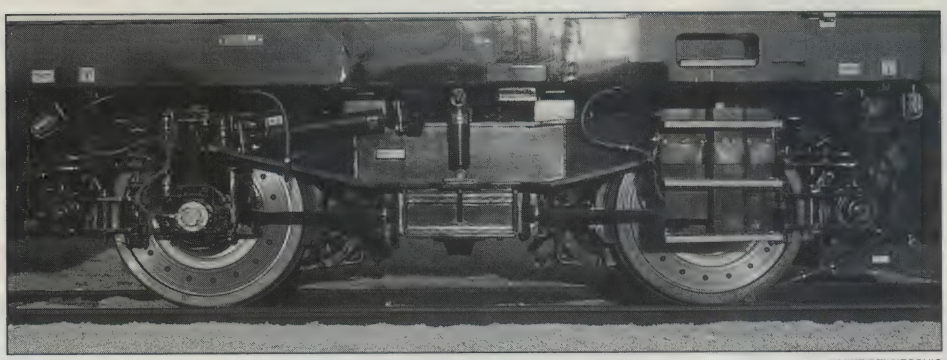
VINTAGE INDUSTRIAL RAILROAD TO CLOSE The Berlin Mills Railway, a 10.3 mile industrial line that served the pulp and paper mills of the Brown Company (later called Crown-Vantage Corp. and presently owned by James River Paper Co.) in Berlin

MIKE RAIA

LTV MINING HAS LEASED Duluth Missabe & Iron Range SD9s to replace the four F9s that were destroyed in the January 13, 1997 runaway. One of the SD9s was seen with a remaining F9 A-B-B set **(above)** at Taconite Harbor, Minn., on August 16, 1997.

CHIP SHERMAN

THE MARLBORO TRAIN was scrapped by Rader Railcar at their Denver, Col., facility during early August 1997. The cars, being ripped apart **(right)**, were seen on August 6, 1997. This phase of the process brings an end to the controversial luxury train that was to carry contest prize winners.



MIKE DEL VECCHIO

LONG ISLAND RAIL ROAD has begun taking delivery of 32 EMD DE30AC custom design commuter units being built under contract at Super Steel in Schenectady (Glenville), N.Y. The 3000-h.p. units are powered by a turbocharged 12-cylinder 710G3B engine with a.c. traction motors riding in new fabricated trucks (**left**, on LIRR 401 at the LaGrange open house on September 21, 1997; see also **page 64**). The frame for the 400, the first DE30AC to be built, was constructed in LaGrange and shipped to the Schenectady plant, were it was assembled and used as a guide to construct the remaining units. The DE30AC's have a decidedly British look — and you thought GE's Genesis units were ugly!

STEVE BARRY

RAIL EXPO '97 was held at Steamtown National Historic Site in Scranton, Penn., on September 1, 1997. Amtrak showed off equipment old and new (**right**) around the turntable with FL9 485 posed next to P42 101 in the Northeast Direct livery. Also on hand was the Danish-designed IC/3 *Flexliner* set on loan to Amtrak from Israel. Delaware-Lackawanna Railway added an Alco C425 to the equipment displays and there were miniature live-steam rides for the kids. Steamtown management reported Rail Expo '97 brought in the largest crowds to the park since the 1995 grand opening weekend.

and Cascade, N.H., since 1890 has discontinued operations due to declining traffic from its mills. The local switching operations will be taken over by St. Lawrence & Atlantic Railroad (ex-Grand Trunk).

Once operating with up to nine tank-type Baldwins, the Berlin Mills Railway started its long history by using oxen to move freight cars over iron strap rails gradually adding trackage, modern rails and equipment. Following World War II, steam locomotives were replaced with two 70-tonners, which later gave way to three SW1s. Connections were made with the St. Lawrence & Atlantic and the New Hampshire & Vermont in Berlin. The decision came in the wake of a traffic base that has dwindled over the past couple of years from 2,500 cars per year to a level that will not sustain the economic needs of the railroad. In spite of changes in corporate ownership, this vintage industrial railroad remained named as Berlin Mills Railway for 107 years — RUSSEL P. DOUCET.

MUDSLIDES AFFECT DURANGO & SILVERTON Heavy rains and water saturated hillsides caused the dealy and eventual cancellation of some train service on the Durango & Silverton Narrow Gauge Railroad. Unusually heavy rain and hail beginning on September 20 resulted in mudslides near Milepost 464 , north of Hermosa Tank. Mud covering the railheads required a hi-rail equipped front-end loader to tend to the mess. Two trains were trapped north of the mudslide on their return from Silverton. Passengers who did not chose to wait for the clean-up were loaded onto buses at Rockwood for the return to Durango. Those who waited got back to Durango at 8:30 p.m. (The last train is normally due back at 7:10.). Each train was carrying 300 to 400 passengers.

On Sunday, September 21, D&SNG operated all three regular trains. Of the three, only one made the entire run north to Silverton. Returning to Durango by 6:30 p.m., the tran was delayed only one hour by the mud. A track patrol discovered a water-logged hillside at Milepost 479.8 and had the 9:15 a.m. and 10:10 a.m. departures from Durango return. The 10:10 a.m. train made it only as far as Rockwood, where 2-8-2 No. 473 was turned on the wye. The train was then pulled backwards to Durango, and passengers were kept up on the goings-on. Passengers were offered rescheduled rides or refunds to make up for the truncated trip.

On Monday, September 22, all trains were cancelled, as were the runs on Tuesday. This allowed the track to be inspected by D&SNG personnel and mudslide damage to be repaired. All three trains were restored back to their regularly scheduled service on Wednesday, September 24, 1997. For more information on the Durango & Silverton Narrow Gauge Railroad, contact the ticket office at 888/872-4607.

LACKAWANNA REVIVAL In what is shaping up to be a revival of the Lackawanna main line through northeastern Pennsylvania's Pocono region, Amber Milling, a subsidiary of Minnesota-based Harvest States Cooperative, has broken ground at a 42-acre facility in Mt. Pocono at the site of the former Chrysler auto loading facility. The plant, scheduled to receive its first rail shipment by early fall 1998, will initially add 4,000 terminating loads of wheat to the Delaware-Lackawanna Railway's switch lists with the originating flour being shipped out by both train and truck. Incoming loads could reach 8,000 per year in five years.

The construction of the plant comes after three years of wrestling with two historical preservation societies and the Environmental Protection Agency over building the mill close to Pocono Manor Inn and Golf Resort, which received national historic site status in 1996. Delays arose over the resort's qualifications as a national historic site. This in turn blocked Amber Milling from commencing construction. With national historic site status granted, Amber was in-turn granted the necessary permits to begin building and did so on September 2.

Larry Malski, executive director and general counsel of the Lackawanna County Railway Authority, the agency that appointed the Delaware-Lackawanna Railway as designated operator of the rail line to the mill, has stated that the trains will come to Taylor Yard near Scranton via Canadian Pacific. From there CPR power will run through to Mt. Pocono from Scranton with D-L power added to get the unit trains up the grade east of Scranton

Robert Hay, chairman of the Monroe County Railroad Authority, the agency which has worked hand-in-hand with the LCRA in restoring the eastern part of the line, has stated that with the advent of the flour mill, a pasta plant and other food manufacturers are likely to build near the mill. The MCRA has recently replaced approximately 7,000 ties between East Stroudsburg and Cresco, located east of the Mt. Pocono mill site. This is in preparation for passenger service which is planned for the line between Scranton and New Jersey commencing in or before 2003.

NORTHERN PACIFIC 328 AND SOO LINE 1003 The 1003, which is owned by the Wisconsin Railway Preservation Trust, made a ferry move from Duluth, Minnesota, to Dresser, Wisconsin, over the Wisconsin Central on August 20-22, 1997. The train departed on the 20th from Duluth with the 1003, a black WC gondola which carried coal and a wood Soo caboose. Due to track work on the WC, the train only made it as far as Stanbery, Wis., that day. On Thursday, August 21, the train moved on, with the engine being turned at Ladysmith and running backwards to Owen; it tied up at Chippewa Falls, Wis., that night.

The next morning the steam era combination departed Chippewa Falls and headed west. The train arrived in New Richmond early Friday afternoon and picked up several empty pulpwood gons there, which were destined for Dresser and pulpwood loading. 1003's fireman was Nick Modders, who doubles as the superintendent of the Minnesota Transportation Museum's Osceola & St. Croix Valley Railroad, which operates both excursion train and freight operations on Wisconsin Central's line from Withrow to Dresser, Wisconsin. Nick had spotted the cars while working the St. Croix Valley job and then picked the same cars up a few days later with 1003! So on August 22, 1997, Soo 1003 departed New Richmond for Dresser with a freight consist of twelve cars — the coal gon and eleven empty gons, with the wood Soo hack tacked on the hind end — just like the old days!

On August 23, the 1003 handled the annual "High Bridge / Low Bridge" excursion between Osceola and Richmond, crossing both of WC's bridges over the St. Croix River between Wisconsin and Minnesota. The train made two "shuttle" runs from New Richmond out to the St. Croix High Bridge and back. Trips were sponsored by a group in New Richmond and the Minnesota Transportation Museum.

The next day featured doubleheader action with Northern Pacific 4-6-0 328. The Ten-Wheeler was making its regular excursion trips to Dresser, Wis., and Marine, Minn., over WC both Saturday and Sunday. On the Sunday afternoon Dresser trip, 1003 was coupled in behind 328 and doubleheaded to Osceola, then departed for Marine, where, two photo run-bys were made — STEVE GLISCHINSKI.

FRA CITES UNION PACIFIC SAFETY DEFICIENCIES In what it has called a "fundamental breakdown" in rail safety, the Federal Railroad Administration has targeted employee fatigue, inadequate training and defective equipment as the cause of the string of accidents that has plagued the UP system in recent months.

The June 22 head on collision in Devine, Texas, which killed two crew members and two stowaways, was followed by a wreck on July 2 in Kenefick, Kansas, that killed an engineer. Another wreck on August 20 in Fort Worth, Texas, involving four runaway units which rolled for ten miles undetected, killed two engineers and badly burned a conductor.

In reaction to the accidents, the FRA unleashed 80 inspectors on the UP who fanned out over the entire 36,026 mile system for two weeks in late August into early September. It was found that 57% of locomotives had some form of safety defect, yardmasters and dispatchers issued conflicting orders to engine crews, employees were intimidated and harassed when they complained and were also not properly trained, and crews were often forced to work as much as 80 hours per week.

As part of the safety recommendations, UP has agreed to provide an office at its Omaha headquarters for the FRA's deputy regional administrator from Kansas City, hire 16 additional field managers to lessen the workload on management, has already hired 19 dispatchers, and has also appointed a senior manager to oversee safety operations who reports directly to UP president Jerry Davis. A toll-free number (888/860-5511) has also been established for employees to anonymously voice concerns which Davis will personally review within 24 hours. No monetary fines were levied.

KODACHROME: STEVE GLISCHINSKI

NORTHERN PACIFIC 328 AND SOO LINE 1003 were side-by-side on August 24, 1997, in Marine, Minnesota. The Soo Line Mikado spent the day doubleheading with the NP Ten-Wheeler on Wisconsin Central's former Soo Line trackage between Dresser, Wisconsin, and Marine, Minnesota. Prior to posing for the shot **above**, 328 had been coupled ahead of 1003 for two photo runbys at Marine. With the runbys finished, 328 uncoupled from 1003 and ran around on the passing siding, pausing alongside the Mike so the assembled photographers could get images of the timeless side-by-side scene See RAILNEWS.

KODACHROME: PHIL BORLESKE

WISCONSIN & SOUTHERN E9s headed up an excursion trip between Madison and Prairie du Chien, Wisconsin, on July 30, 1997, that was operated in conjunction with the National Model Railroad Association's national convention, which was being held in Madison. The scene was recorded as the train (running as a mixed train eastbound!) reflected at Mazomanie on its return trip from Prairie du Chien. This W&S line is part of the former Milwaukee Road route via northern Iowa to Rapid City, South Dakota.

KODACHROME: ART MEGRAW

THE EAST PENN RAILWAYS hosted a night photo session with GE 50-ton No.44 **(right)** on August 2, 1997, in Kutztown, Pennsylvania, as part of the Kutztown Folk Festival. Ron Boyer and his John Deere posed with the train in front of the Kutztown depot. The East Penn operates the 4.4-mile former-Reading branch from Kutztown to Topton.

Viaduct Junction Tower Tumbles

by Jeffrey Weaver

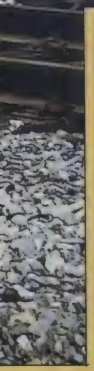
KODACHROME: ALAN BELLIS

KODACHROMES / BELOW: TOM NEMETH, BOTTOM: JIM BOYD

THE 95-YEAR-OLD former-Baltimore & Ohio tower at Viaduct Junction in Cumberland, Maryland, succumbed to the wrecker on July 23, 1997. The tower remained an "armstrong" plant until it was closed in January 1997. It guarded the junction of the B&O main line to Chicago via Sand Patch Grade and the B&O St. Louis line via Seventeen Mile Grade, which in recent years has been used primarily as far as Grafton, West Virginia. There are still several surviving towers in the Cumberland area, all of which are scheduled to be closed, though they have been given a temporary stay until the CSX/NS/Conrail merger is consummated.

KODACHROME: STEVE BARRY

THREE KODACHROMES: JEFFREY WEAVER



VIADUCT JUNCTION TOWER's pipe-connected mechanical interlocking plant was in use until its closing in January 1997. CSX "stealth" Dash 8-40C 7587 and sister 7622 lead an eastbound past the tower and its connecting rods in September 1990 (**opposite top**). That same day, photographer Alan Bellis tried his hand at working the armstrong levers (**opposite inset**). Chessie System GP38 2024 led a westbound towards the tower's namesake viaduct on the Grafton line in May 1988 (**opposite bottom**). Viaduct Junction Tower was one of the few armstrong towers to survive into the supercab era and saw CSX Dash 8-40CW 7884 with an eastbound train (**top**) leaving the Cumberland Narrows in the distance on June 17, 1995.

THE END CAME in the rain on July 23, 1997, at 1:00 p.m., when a truck tied onto the tower and pulled it to the ground. The contractor, aware of the historical significance of the armstrong levers in the tower, tried his best within reason to save them intact, but the weight of the falling roof damaged about half of them. The undamaged levers as well as the model board were saved by local fans.

by Gary R. Zuters
and Mel Wilson

PHOTOGRAPHY / KODACHROME 35 GARY R. ZUTERS, EXCEPT AS NOTED

THE DATE IS May 28, 1995; after climbing through six feet of heavy, wet snow still lingering on the ground despite the temperatures now hovering near 60, we are resting on a rock outcropping overlooking a wide valley (**page 39**). Heavy welded rail snakes around several reverse curves below as the tracks hug the side of the mountains and then curve across a river swollen with spring runoff. Over the drone of early season mosquitoes, the wind brings the unmistakable sound of Alcos doing their best to overcome gravity. The sound fades in and out as the distant train curves around mountains and through deep rock cuts. After almost 20 minutes the sound vanishes, only to reappear in tremendous volume as the train literally blasts out of a tunnel and enters the scene, exhaust shooting heat waves straight into the cool air as a trio of M636s in full throttle crests the grade with a seemingly endless string of empty ore cars in tow. Slowly the sound diminishes, then halts abruptly as the engineer cuts the power back to idle, with the only sound left being the hum of the empties, with nary a pounding flat wheel to break the rhythm. After several minutes the last car disappears around the bend, only to be replaced by the buzzing of the mosquitoes and the gentle breeze again.

A dream in 1997? No, this is repeated at least five times each day on the remote Quebec Cartier Railway (or *La Compagnie de Chemin de Fer Cartier*, in the official French language of the Province of Quebec) This region of Northern Quebec and Labrador is not on any of the tour guides, and maps reveal a distinct lack of any roads. This is a largely uninhabited region of dense but stunted spruce forest and muskeg swamps dotted with numerous lakes. Winter this far north is brutally cold with abundant snowfall, while summers are short and cursed with clouds of mosquitoes and black flies that can even drive a moose out of cover. Why would anyone want to live in or vast this inhospitable region?

The reason is iron, and within this region is found a feature known to geologists as the Quebec-Labrador Trough, a 40-mile-wide, 600-mile-long band which cuts through the vast Canadian Shield. The Canadian Shield is composed of hard granite lying on or very near the surface, with most topsoil having been removed by glacial action. Mountains in the Shield were also rounded by the same glaciers. In the mid 1800s, the first discoveries of iron were made by missionaries in the vicinity of Knob Lake, but it was not until the middle if the Nineteenth Century that any serious prospecting occurred as other more easily accessible deposits elsewhere were being mined out. In 1949, the town of Schefferville was born as the Iron Ore Company of Canada was established to develop the Knob Lake deposits.

Further exploration discovered additional deposits in an area of the Trough near Lac Jeannine, and in 1958 United States Steel formed the Quebec Cartier Mining Company to develop the site. This was not to be an easy challenge, since the only way to proceed was to *build* everything, from mine to townsites, a hydro-electric dam to supply electricity, roads to connect everything to the outside world, a port at Shelter Bay on the St. Lawrence River to load the ore into lake boats for the furnaces on the Great Lakes, and, of course, a railroad to ship the ore to the port. All of this in an area with an extremely short construction season. Despite these problems, development proceeded rapidly, and in 1959, the port at Shelter Bay, now renamed Port Cartier, was ready for use allowing for easier delivery of

Cartier: Alcos and Iron Ore

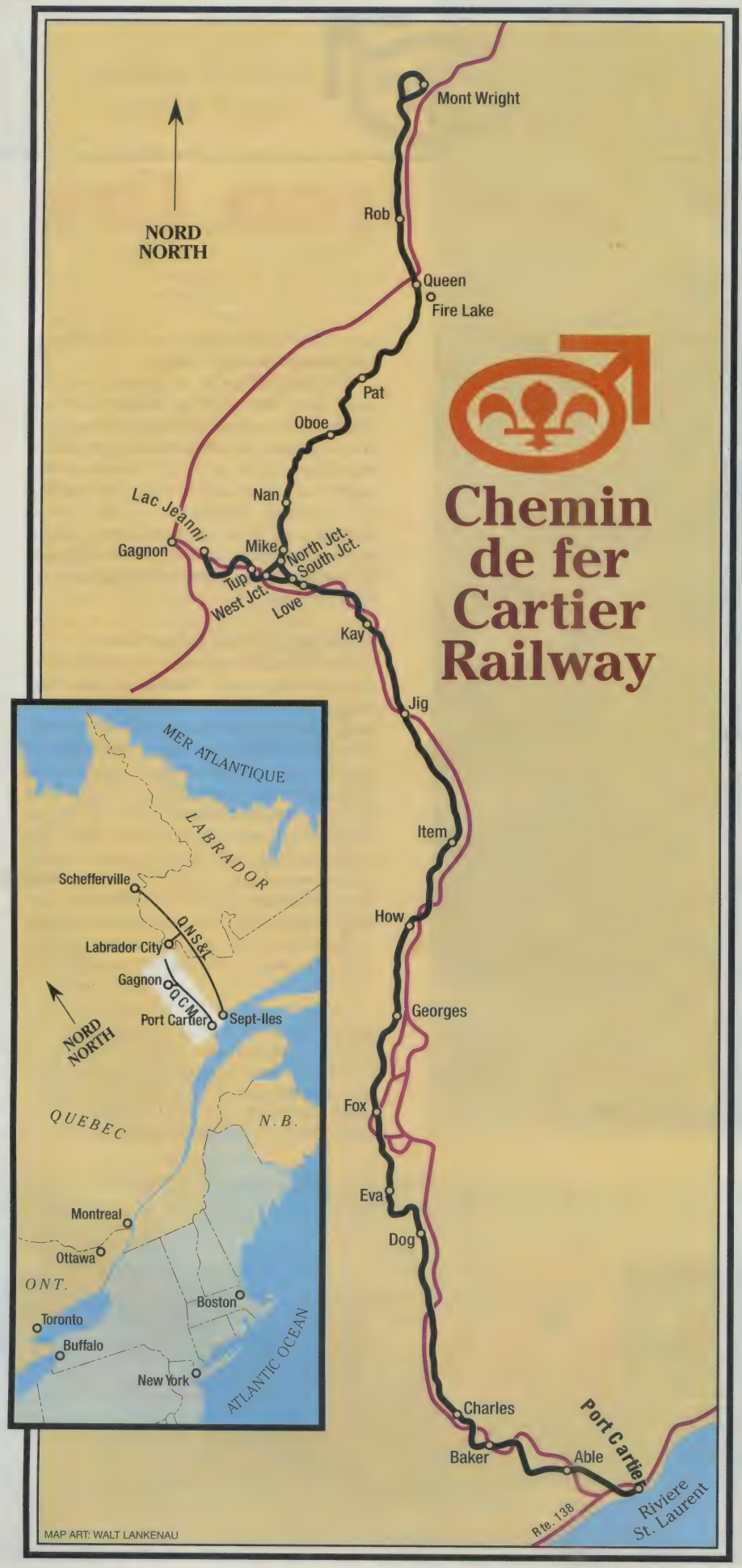
equipment for the mine and railway still under construction.

In late 1960, the mine and railway were complete, and the first trainload of concentrate was loaded at Lac Jeannine on December 16, 1960. Initial production was stockpiled at Port Cartier as the mine and concentrator were still gearing up for full production (all ore is shipped in concentrate form, which contains 66% iron). The first shipload of concentrate departed the port on July 5, 1961.

A railway in the wilderness

The Cartier railway is a marvel of engineering, and extensive use was made of aerial mapping to select a route through the mountainous terrain. The 186-mile line used natural drainage extensively, following the Rochers and Toulnustouc river valleys to keep gradient at a minimum, despite having to climb from sea level to 1972 feet. The ruling grade for southbound loaded trains was kept to 0.4% compensated for curvature, while northbound the ruling grade is 1.35% uncompensated. Numerous deep rock cuts were blasted into the sides of steep cliffs, and five

THREE BIG "ALCOS" — actually MLW M636s 81, 46 and 84 — head up an empty ore train northbound at Charles, Milepost 35 of the Quebec Cartier Railway on May 28, 1997. Three more were lined up at the Port Cartier engine terminal (**below**) on May 19, 1997.



tunnels, ranging from 350 to 1,440 feet, were bored where cuts were impossible. With the heavy haul nature of the line, all rail was 132 pound in 78 foot lengths, including sidings and yard tracks — and with curves accounting for 54.3% of the mileage, and to keep wear to a minimum, flange oilers were located every eight miles or after 250 degrees of curvature, whichever was less. Granite, blasted and removed during the harbor construction, was crushed and used for ballast for the southern 54 miles, while local pit-run rock was used for the remainder. Twenty-two bridges were required, with the longest at 880 feet and highest at 120 feet being located at Milepost 68.5. Thirteen sidings were built, being named after letters from the Phonetic alphabet beginning with Able from the south. All except Fox at 12,090 feet and Love at 14,200 feet are 6,600 feet long, and all have wind socks for helicopter access by maintenance personnel. To facilitate drainage, 1,524 culverts were installed as the shallow soils do not hold rainfall well, causing rapid runoff.

The railroad was completed on December 10, 1960. But all has not remained static since then: The 132-pound rail has long since been replaced with 136-pound continuous welded rail (CWR), and the entire line now has crushed granite ballast and is raised on a four-year cycle.

The entire line was equipped with CTC right from the start, with all sidings having power switches at their south ends and spring switches at the north ends. Loaded trains never enter the sidings, although Fox and Love are equipped with power switches at both ends. The QCM is now using its third generation of computerized dispatching system. Two "Rail Traffic Controllers" (Canadian name for dispatchers) control the railway. The South End desk covers from Port Cartier to Love, while the North End desk covers from Love to the mine. At night and on weekends, the jobs are combined. Winter brings with it annual snowfall of 150-to-200 inches in the QCM's territory, and the railway makes extensive use of its two Jordan spreaders and two Russell snowplows to keep its line open.

Geeps and Alcos

Initial operations consisted of five-unit, 150-car, 19,000-ton ore trains drawn from a fleet of nine General Motors Diesel Division GP9s (1-9) as well as eight Montreal Locomotive Works RS18s (101-108). The 500 34-foot ore cars were built by Canadian Car & Foundry. The first full year saw 8,130,000 tons of concentrate shipped with three trainsets in service, although winter operations would result in trains dropping to as few as 90 cars as a result of extreme cold. Additional trainsets were

THE RIVIERE AUX ROCHES bridge at Milepost 30.8 south of Charles carried four M636s (76, 46, 84 and 87) on a southbound loaded ore train on March 24, 1997. Three units are the normal power on these trains. With the Port Cartier pellet plant facility looming in the distance, M636s 83, 48 and 49 had an empty ore train standing at the north end of the yard (**below**) awaiting a fresh crew to take it out on May 23, 1995.

KODACHROME: MEL WILSON

pressed into service to keep up with production.

Another problem led to an innovative solution. Concentrate loaded in the extreme cold would freeze to the sides of cars, making dumping a very slow process. The Cartier lined the insides of the ore cars with styrofoam sheets, later covered with plywood to eliminate the problem. The railway would move an average of eight-to-nine million tons for the next decade.

In 1972 the railway was extended an additional 86 miles to a new ore deposit located near Mont Wright as the original Lac Jeannine deposit was becoming depleted. The new line originated at MP 174, which was named South Junction. The terrain traversed by the new line was far less formidable with far less curvature, and only five bridges were required. Five new sidings were built, as well, with the completed 260-mile line now only 49.8% cent curved. Production of the Mont Wright facility was planned at 19 million tons, requiring additional equipment, as well, and Marine Industries of Sorel, Quebec, delivered 130 additional ore cars. And the Cartier entered the second generation diesel market with an order for six M636s (71-76) from MLW. All were delivered by the spring of 1972, and the standard consist with the new power would evolve to three units and 155 cars. One of the new units had a remarkably short career, being involved in the company's worst accident when on May 31, 1972, M636 72 along with GP9s 52 and 58 and RS18 61 ran away and derailed with 134 cars into the Macdonald River on the grade south of Eve siding. Both crew members and a passenger were killed, and all units, including the 72, just on its second trip, were retired on the spot. The mishap was believed to be caused by crew fatigue.

Suddenly the Cartier was short of equipment again, and fellow U.S. Steel railroad Bessemer & Lake Erie sent four of its ex-Duluth, Missabe & Iron Range RSD15s north in June 1972 where they became QCM 91-94, followed by the additional two in 1973 (95-96) Also acquired by the QCM were the original three Alco Century 636 demonstrators which had been in the employ of Morrison-Knudsen since the demise of their builder. They arrived north in 1973 to become QCM 77-79. The final batch of second-hand power for 1973 arrived when three Duluth Missabe & Iron Range (ex-Union Pacific) C630s were delivered to become the 30-32. These units had been unloved orphans on the otherwise all-EMD DM&IR, but they fit in well with the QCM's expanding MLW/Alco fleet.

Changing your mine

Lac Jeannine finally ceased production in 1976, after 140 million tons of concentrate had been produced, with all production moving to Mont Wright. The ore body at Mont Wright, composed of a fine-grained Specular Hematite, with less than 5% Hematite, was four miles long and 4000 feet wide, with an average thickness of 1000 feet. These reserves are expected to last well into the 21st Century. The longer haul and resulting increased running times, along with increasing production, resulted in a demand for even more equipment, and the ore car roster expanded again with 668 more cars from MIL and additional power. Five new M636s were delivered by MLW in

Quebec Cartier Railway
All-Time Locomotive Roster

Locomotives in service 9/97 shown in **red boldface** type

30	DM&IR 905, UP 2905	Alco C630	1966	3440-06	Acq. 1974, Scrapped 1990
31	DM&IR 906, UP 2906	Alco C630	1966	3440-07	Acq. 1974, Scrapped 1990
32	DM&IR 908, UP 2908	Alco C630	1966	3440-09	Acq. 1974, Scrapped 1990
33	DM&IR 900, UP 2900	Alco C630	1966	3440-01	Acq. 1976, Scrapped 1990
34	**DM&IR 901 UP 2901**	**Alco C630**	**1966**	**3440-02**	**Acquired 1976**
35	DM&IR 902, UP 2902	Alco C630	1966	3440-03	Acq. 1976, Scrapped 1990
36	DM&IR 903, UP 2903	Alco C630	1966	3440-04	Acq. 1976, Scrapped 1990
37	DM&IR 904, UP 2904	Alco C630	1966	3440-05	Acq. 1976, Scrapped 1990
38	DM&IR 907, UP 2907	Alco C630	1966	3440-08	Acq. 1976, Scrapped 1990
39	DM&IR 909, UP 2909	Alco C630	1966	3440-10	Acq. 1976, Scrapped1990
41	**CN 2300**	**MLW M636**	**1970**	**M6037-01**	**Acq. 1976**
42	**CN 2301**	**MLW M636**	**1970**	**M6037-02**	**Acq. 1976**
43	**CN 2302**	**MLW M636**	**1970**	**M6037-03**	**Acq. 1976**
44	**CN 2303**	**MLW M636**	**1970**	**M6037-04**	**Acq. 1976**
45	**CN 2304**	**MLW M636**	**1970**	**M6037-05**	**Acq. 1976**
46	**CN 2311**	**MLW M636**	**1970**	**M6037-12**	**Acq. 1976**
47	**CN 2312**	**MLW M636**	**1970**	**M6037-13**	**Acq. 1976**
48	**CN 2318**	**MLW M636**	**1970**	**M6037-19**	**Acq. 1976**
49	**CN 2321**	**MLW M636**	**1971**	**M6052-02**	**Acq. 1976**
51	1	GMDD GP9	1960	A1814	To HELM 1990, to GEXR 177
52	2	GMDD GP9	1960	A1815	Wrecked 5/31/72, Scrapped
53	3	GMDD GP9	1960	A1816	To HELM 1990, to GEXR 178
54	4	GMDD GP9	1960	A1817	To QI&T 1988,as 39
55	5	GMDD GP9	1960	A1818	To HELM 1990, to GEXR 179
56	6	GMDD GP9	1960	A1819	To HELM 1990, to GEXR 180
57	7	GMDD GP9	1960	A1820	To QI&T 1988,as 40
58	8	GMDD GP9	1960	A1821	Wrecked 5/31/72, Scrapped
59	9	GMDD GP9	1960	A1822	Sold 1989 Essex Term. 108
61	101	MLW RS18	1959	83195	Wrecked 5/31/72, Scrapped
62	**102**	**MLW RS18**	**1959**	**83196**	
63	**103**	**MLW RS18**	**1959**	**83197**	
64	**104**	**MLW RS18**	**1959**	**83198**	
65	**105**	**MLW RS18**	**1959**	**83199**	
66	**106**	**MLW RS18**	**1959**	**83200**	
67	**107**	**MLW RS18**	**1959**	**83201**	
68	**108**	**MLW RS18**	**1959**	**83202**	
71		**MLW M636**	**1972**	**M6058-01**	
72		MLW M636	1972	M6058-02	Wrecked 5/31/72, Scrapped
73		**MLW M636**	**1972**	**M6058-03**	
74		**MLW M636**	**1972**	**M6072-01**	
75		**MLW M636**	**1972**	**M6072-02**	
76		**MLW M636**	**1972**	**M6072-03**	
77	**MK 5403, Alco 636-3**	**Alco C636**	**1968**	**6008-03**	**Acq. 1973, Alco demo**
78	**MK 5402, Alco 636-2**	**Alco C636**	**1968**	**6008-02**	**Acq. 1973, Alco demo**
79	**MK 5403, Alco 636-1**	**Alco C636**	**1968**	**6008-01**	**Acq. 1973, Alco demo**
81		**MLW M636**	**1972**	**M6085-01**	
82		**MLW M636**	**1972**	**M6085-02**	
83		**MLW M636**	**1972**	**M6085-03**	
84		**MLW M636**	**1972**	**M6085-04**	
85		**MLW M636**	**1972**	**M6085-05**	
86	**CN 2330**	**MLW M636**	**1970**	**M6052-11**	**Acquired 1975**
87	**CN 2331**	**MLW M636**	**1970**	**M6052-12**	**Acquired 1975**
91	DM&IR 50, B&LE 881	Alco RSD15	1959	81756	Acquired 1972, Scrapped 1988
92	DM&IR 51, B&LE 882	Alco RSD15	1959	81757	Acquired 1972, Scrapped 1988
93	DM&IR 54, B&LE 885	Alco RSD15	1959	81760	Acquired 1973, Scrapped 1988
94	DM&IR 55, B&LE 886	Alco RSD15	1959	81761	Acquired 1973, Scrapped 1988
95	DM&IR 52, B&LE 883	Alco RSD15	1959	81758	Acquired 1972, Scrapped 1988
96	DM&IR 53, B&LE 884	Alco RSD15	1959	81759	Acquired 1972, Scrapped 1988

THE VARIETY OF MOTIVE POWER on the Cartier has diminished in recent years. On October 24, 1992, the six ex-B&LE/DM&IR RSD15s (**top**) were in storage at Port Cartier, where they had received their low noses. All RSD15s were soon scrapped. Still in service are the three ex-Alco demonstrator C636s 77-79; the 78 (**above left**) was at Port Cartier on May 22, 1995. Only the 34 remains of the ten DM&IR ex-UP C630s acquired in the mid-1970s; the 37 (**above**) was at Port Cartier in June 1977. The nine original Cartier GP9s were sold by 1990; the 51 (**below**) was in the green scheme in August 1976. "Ore car" WC-6 (**bottom**) is a radio-controlled air compressor brake repeater car.

1976 as the 81-85, and an additional eleven M636s were purchased from the Canadian National, becoming the 41-49 and 86-87. Rounding out the fleet were the seven remaining DM&IR (ex-UP) C630s as the 33-39. This would bring the QCM fleet to its all-time high of 54 units, with MLW/Alco dominating GMDD by a wide margin of 47-to-seven.

The year 1977 brought with it additional traffic when ore reserves at Fire Lake were acquired along with the old town and concentrator in Gagnon. A joint venture with Sidbec, British Steel and QCM was formed, and the new

company, called Sidbec Normines, would develop the new reserve, which was totally isolated, with no road access. A spur was built from the QCM main line, and a new connection at MP 177.5, named North Junction, allowed crude ore trains from Fire Lake to head onto the old main line, now renamed the Lac Jeannine branch, without a time-consuming runaround move. To move the raw ore, Sidbec Normines acquired 320 ex-B&LE ore jennies. Two units were assigned to the raw ore trains, and a three-unit pusher was stationed at North Junction to assist the trains up 1.35% grades on

the Lac Jeannine branch. A pellet plant was also constructed at Port Cartier to handle the six-million-ton output of the Gagnon concentrator. Annual concentrate tonnage moving on the QCM from both companies peaked at 19.5 million tons in 1980.

Slaving away

With the arrival of all of the high horsepower units replacing the original fleet by 1978, the Cartier began to experiment with Locotrol operation of unmanned helpers. Winter has always been severe this far north, and air problems caused by the extreme cold had often reduced trains to as little as 90 cars. Trains of as many as 298 cars with six units were operated before the company standardized on the 156-car trainset with two units on the head end and one on the rear. Robot cars were built from existing ore cars. With the robots on the rear of the train, it was not necessary to split the train for dumping, and air brake response was improved with the robots charging the trainline from the rear. No longer was it necessary to reduce train length in cold weather. Despite being successful, Locotrol operations were discontinued in 1989, as with the reduced traffic levels now operating, the company could not justify replacing the aging equipment with the next generation Locotrol II.

More than ore

Additional traffic in the form of tree-length pulpwood logs was also moving over QCM as a result of ITT Rayonier opening a paper mill in Port Cartier in 1972. A double-loop siding was built at MP 75 and named, appropriately, Foret. Each night a pair of QCM units brought a string of empties from the mill and returned with the day's loadings. The mill was sold to Boise Cascade and then closed in 1981 as a result of the worldwide glut of newsprint during the recession at the time. The mill remained closed, and the spur to the mill was lifted in 1991, along with the loops at Foret. The bulkhead flats were to expensive to ship out and were scrapped locally in 1994. Ironically, the mill was reopened under its third owner in 1994, and construction of a major hydro-electric dam could again see logs moving by rail as the area to be flooded north of MP 198 will be logged out first. (Logging is expected to resume in November 1997 from a loader near Jig, where 45-car trains of tree-length logs will be hauled to the UniForet mill at Port Cartier. Trains will depart Port Cartier at 5:00 p.m. and return around 4;00 a.m.

Downsizing

The recession of the 1980s was also unkind to the iron and steel industry. As steel output plummeted, so did demand for ore concentrate. First to go was the Sidbec Normines Fire Lake operation, which ceased in December 1984, mothballing the nearly new pellet plant in Port Cartier. QCM scaled back operations to six-to-ten million tons as demand fell as well, and the neighboring IOCC in Schefferville also ceased operations. The line of dead units in storage at Port Cartier grew to almost half of the fleet.

QUEBEC CARTIER RAILWAY PHOTO / GARY ZUTERS COLLECTION

QCM attempted to sell some of its now-surplus equipment, but the market for MLW/Alco locomotives, new or used, could best be described as nonexistent. With no upsurge forecast, QCM sold the six RSD15s to the only bidder, a local scrap company. They were hauled to the sidings at MP 4 where they succumbed to the torch in 1989.

Next to go were the mechanical orphans, the seven remaining GP9s. All, however, were sold, finding new homes

KODACHROME: JIM SHEPARD / MEL WILSON COLLECTION

THE MONT WRIGHT MINE is in the background on April 30, 1989, as a trio of C636s led a loaded ore train out toward the main line. It took a helicopter for the QCM photographer to capture the image (**opposite**) of three units southbound with a loaded ore train on October 12, 1978, at Milepost 149, just north of Jig. The weekly three-car MofW passenger train (**below**) passed Cady Lake Falls at Milepost 43 on May 29, 1997, with RS18 Number 65.

on Quebec Iron & Titanium (54, 57), and Essex Terminal (59), and locomotive dealer HELM brokered the other four, finally ending up on the Goderich & Exeter (177-180). Last to leave the roster were nine of the ten DM&IR/UP C630s, with only the 34 spared to serve as a standby at Mont Wright. Again a date with the torch was the only option, with all cut up by 1993. This reduced the fleet to 32 units, a figure which still applies today, all of MLW/Alco lineage.

Trains of today

Operations in 1997 have the concentrator running at near its current capacity, with 16 million tons being shipped. This requires the use of six trainsets consisting of three units and 156 cars each. The normal running time is 26 hours for the 520-mile round trip, with loading at the concentrator taking just over an hour as the train creeps through the silo at 0.8 miles per hour. Three crews are required for a cycle: The first crew takes the empties from Port Cartier to Love at MP 170, where they go off duty and a second crew takes the train to the mine, loads and then returns to Love. A third crew then takes the loaded train back to Port Cartier. The original crew takes the next train for loading and, after arriving back at Love, again books off. After their rest is over, they then take the next loaded train back to the port. The entire cycle takes each crew about 36 hours, including rest periods, and they work two cycles per week with 48 hours off between each one.

Upon arriving at Port Cartier, the power is run to the dumper shed, where it is then cut off and taken to the shop facilities. Dumping an entire train takes about two-and-a-half hours if no problems are encountered.

With the demise of Locotrol operations, the old problem of cold weather airflow returned, so the QCM developed its own Air Compressor cars, of which six are now in service. They utilize the robot carbodies and contain enough supplies of fuel to run 14 days between servicing. They are controlled using the original Locotrol equipment still carried by all units in the fleet.

The cars are easily identified by their bright orange paint, although this has not prevented them from once being "loaded" at the mine (this car still carries a six-inch layer of concentrate on its roof!) and occasionally being run through the dumper by an inattentive operator. A system of reflectors on the cars' corners which is picked up by sensors at the silo and dumpers has rectified this problem.

The Mont Wright mixed

Since the demise of the log trains, there are two moves that break the all-unit-ore-train nature of the traffic. The

first is what the QCM calls the "mixed," which carries all the supplies for the mine and concentrator facilities in Mont Wright, as well as the town of Fermont. Included are common carrier trucks on piggyback flatcars as well as fuel and blasting materials. With all the hazardous materials, marshalling can take considerable time, and one of the Cartier's unique "combooses" (converted baggage car cabooses) brings up the rear. Normal departure from Port Cartier is 7:00 p.m. on Tuesdays, with the return leaving Mont Wright at 3:00 p.m. on Thursdays.

The other move is the once-a-week section crew train which is operated to trade off the maintenance crews for their eight-day-on / six-day-off shifts. The train leaves Port Cartier with a single RS18 and two coaches on Wednesdays at 7:00 p.m., running as far as Love dropping crews along the way. Returning south from Love at 2:30 in the afternoon on Thursdays, the train picks up crews along its run, usually arriving back at the port at 8:00 p.m.

Maintenance pays

Cartier is a firm believer in preventative maintenance, as any failures in the remote regions can cause untold grief. The locomotives are fully serviced after each round trip, including wheel turning as required. Major inspections and all filter changes are done on a 45-day or 12,000-mile basis, whichever comes first, and monthly accumulations of over 9,000 miles are common. Overhauls are scheduled on a 600,000-mile interval and involve the unit being reduced to a bare frame and remanufactured with all the latest state of the art specifications. Crew comforts are not overlooked either, and all units are equipped with refrigerators, hot plates and even microwave ovens! Currently three or four units are rebuilt each year.

Alcos with a future

All of the Cartier C/M636s are equipped with a package known as "251 Plus." This is a General Electric retrofit kit developed after GE purchased the plant and assets of Montreal Locomotive Works. The kit includes solid steel cylinder liners, which replace the original honeycomb design and result in drastically reduced lube oil consumption. The pistons now have a flat top with a cast "X" or cross on the surface to aid in better combustion (original MLW/Alco designs have a Mexican-hat shape to the top). All units receive PLC microprocessor control during the rebuild (PLC stands for Programmable Logistics

THE SOUTH END OF TUNNEL "A" at Milepost 28 echoed to M636s 49 and 82 and ex-Alco C636 demonstrator 79 on May 30, 1997. RS18s 62 and 64 had a mixed freight (**above**) at Mont Wright on May 15, 1997. In the scene described in the opening paragraph of this article, a loaded train (**opposite**) crossed the bridge at Milepost 30.5 south of Charles on May 28, 1995.

THE VARIETY OF MOTIVE POWER on the Cartier has diminished in recent years. On October 24, 1992, the six ex-B&LE/DM&IR RSD15s (**top**) were in storage at Port Cartier, where they had received their low noses. All RSD15s were soon scrapped. Still in service are the three ex-Alco demonstrator C636s 77-79; the 78 (**above left**) was at Port Cartier on May 22, 1995. Only the 34 remains of the ten DM&IR ex-UP C630s acquired in the mid-1970s; the 37 (**above**) was at Port Cartier in June 1977. The nine original Cartier GP9s were sold by 1990; the 51 (**below**) was in the green scheme in August 1976. "Ore car" WC-6 (**bottom**) is a radio-controlled air compressor brake repeater car.

1976 as the 81-85, and an additional eleven M636s were purchased from the Canadian National, becoming the 41-49 and 86-87. Rounding out the fleet were the seven remaining DM&IR (ex-UP) C630s as the 33-39. This would bring the QCM fleet to its all-time high of 54 units, with MLW/Alco dominating GMDD by a wide margin of 47-to-seven.

The year 1977 brought with it additional traffic when ore reserves at Fire Lake were acquired along with the old town and concentrator in Gagnon. A joint venture with Sidbec, British Steel and QCM was formed, and the new

company, called Sidbec Normines, would develop the new reserve, which was totally isolated, with no road access. A spur was built from the QCM main line, and a new connection at MP 177.5, named North Junction, allowed crude ore trains from Fire Lake to head onto the old main line, now renamed the Lac Jeannine branch, without a time-consuming runaround move. To move the raw ore, Sidbec Normines acquired 320 ex-B&LE ore jennies. Two units were assigned to the raw ore trains, and a three-unit pusher was stationed at North Junction to assist the trains up 1.35% grades on

the Lac Jeannine branch. A pellet plant was also constructed at Port Cartier to handle the six-million-ton output of the Gagnon concentrator. Annual concentrate tonnage moving on the QCM from both companies peaked at 19.5 million tons in 1980.

Slaving away

With the arrival of all of the high horsepower units replacing the original fleet by 1978, the Cartier began to experiment with Locotrol operation of unmanned helpers. Winter has always been severe this far north, and air problems caused by the extreme cold had often reduced trains to as little as 90 cars. Trains of as many as 298 cars with six units were operated before the company standardized on the 156-car trainset with two units on the head end and one on the rear. Robot cars were built from existing ore cars. With the robots on the rear of the train, it was not necessary to split the train for dumping, and air brake response was improved with the robots charging the trainline from the rear. No longer was it necessary to reduce train length in cold weather. Despite being successful, Locotrol operations were discontinued in 1989, as with the reduced traffic levels now operating, the company could not justify replacing the aging equipment with the next generation Locotrol II.

More than ore

Additional traffic in the form of tree-length pulpwood logs was also moving over QCM as a result of ITT Rayonier opening a paper mill in Port Cartier in 1972. A double-loop siding was built at MP 75 and named, appropriately, Foret. Each night a pair of QCM units brought a string of empties from the mill and returned with the day's loadings. The mill was sold to Boise Cascade and then closed in 1981 as a result of the worldwide glut of newsprint during the recession at the time. The mill remained closed, and the spur to the mill was lifted in 1991, along with the loops at Foret. The bulkhead flats were to expensive to ship out and were scrapped locally in 1994. Ironically, the mill was reopened under its third owner in 1994, and construction of a major hydro-electric dam could again see logs moving by rail as the area to be flooded north of MP 198 will be logged out first. (Logging is expected to resume in November 1997 from a loader near Jig, where 45-car trains of tree-length logs will be hauled to the UniForet mill at Port Cartier. Trains will depart Port Cartier at 5:00 p.m. and return around 4;00 a.m.

Downsizing

The recession of the 1980s was also unkind to the iron and steel industry. As steel output plummeted, so did demand for ore concentrate. First to go was the Sidbec Normines Fire Lake operation, which ceased in December 1984, mothballing the nearly new pellet plant in Port Cartier. QCM scaled back operations to six-to-ten million tons as demand fell as well, and the neighboring IOCC in Schefferville also ceased operations. The line of dead units in storage at Port Cartier grew to almost half of the fleet.

QUEBEC CARTIER RAILWAY PHOTO / GARY ZUTERS COLLECTION

QCM attempted to sell some of its now-surplus equipment, but the market for MLW/Alco locomotives, new or used, could best be described as nonexistent. With no upsurge forecast, QCM sold the six RSD15s to the only bidder, a local scrap company. They were hauled to the sidings at MP 4 where they succumbed to the torch in 1989.

Next to go were the mechanical orphans, the seven remaining GP9s. All, however, were sold, finding new homes

KODACHROME: JIM SHEPARD / MEL WILSON COLLECTION

THE MONT WRIGHT MINE is in the background on April 30, 1989, as a trio of C636s led a loaded ore train out toward the main line. It took a helicopter for the QCM photographer to capture the image (**opposite**) of three units southbound with a loaded ore train on October 12, 1978, at Milepost 149, just north of Jig. The weekly three-car MofW passenger train (**below**) passed Cady Lake Falls at Milepost 43 on May 29, 1997, with RS18 Number 65.

on Quebec Iron & Titanium (54, 57), and Essex Terminal (59), and locomotive dealer HELM brokered the other four, finally ending up on the Goderich & Exeter (177-180). Last to leave the roster were nine of the ten DM&IR/UP C630s, with only the 34 spared to serve as a standby at Mont Wright. Again a date with the torch was the only option, with all cut up by 1993. This reduced the fleet to 32 units, a figure which still applies today, all of MLW/Alco lineage.

Trains of today

Operations in 1997 have the concentrator running at near its current capacity, with 16 million tons being shipped. This requires the use of six trainsets consisting of three units and 156 cars each. The normal running time is 26 hours for the 520-mile round trip, with loading at the concentrator taking just over an hour as the train creeps through the silo at 0.8 miles per hour. Three crews are required for a cycle: The first crew takes the empties from Port Cartier to Love at MP 170, where they go off duty and a second crew takes the train to the mine, loads and then returns to Love. A third crew then takes the loaded train beck to Port Cartier. The original crew takes the next train for loading and, after arriving back at Love, again books off. After their rest is over, they then take the next loaded train back to the port. The entire cycle takes each crew about 36 hours, including rest periods, and they work two cycles per week with 48 hours off between each one.

Upon arriving at Port Cartier, the power is run to the dumper shed, where it is then cut off and taken to the shop facilities. Dumping an entire train takes about two-and-a-half hours if no problems are encountered.

With the demise of Locotrol operations, the old problem of cold weather airflow returned, so the QCM developed its own Air Compressor cars, of which six are now in service. They utilize the robot carbodies and contain enough supplies of fuel to run 14 days between servicing. They are controlled using the original Locotrol equipment still carried by all units in the fleet.

The cars are easily identified by their bright orange paint, although this has not prevented them from once being "loaded" at the mine (this car still carries a six-inch layer of concentrate on its roof!) and occasionally being run through the dumper by an inattentive operator. A system of reflectors on the cars' corners which is picked up by sensors at the silo and dumpers has rectified this problem.

The Mont Wright mixed

Since the demise of the log trains, there are two moves that break the all-unit-ore-train nature of the traffic. The

first is what the QCM calls the "mixed," which carries all the supplies for the mine and concentrator facilities in Mont Wright, as well as the town of Fermont. Included are common carrier trucks on piggyback flatcars as well as fuel and blasting materials. With all the hazardous materials, marshalling can take considerable time, and one of the Cartier's unique "combooses" (converted baggage car cabooses) brings up the rear. Normal departure from Port Cartier is 7:00 p.m. on Tuesdays, with the return leaving Mont Wright at 3:00 p.m. on Thursdays.

The other move is the once-a-week section crew train which is operated to trade off the maintenance crews for their eight-day-on / six-day-off shifts. The train leaves Port Cartier with a single RS18 and two coaches on Wednesdays at 7:00 p.m., running as far as Love dropping crews along the way. Returning south from Love at 2:30 in the afternoon on Thursdays, the train picks up crews along its run, usually arriving back at the port at 8:00 p.m.

Maintenance pays

Cartier is a firm believer in preventative maintenance, as any failures in the remote regions can cause untold grief. The locomotives are fully serviced after each round trip, including wheel turning as required. Major inspections and all filter changes are done on a 45-day or 12,000-mile basis, whichever comes first, and monthly accumulations of over 9,000 miles are common. Overhauls are scheduled on a 600,000-mile interval and involve the unit being reduced to a bare frame and remanufactured with all the latest state of the art specifications. Crew comforts are not overlooked either, and all units are equipped with refrigerators, hot plates and even microwave ovens! Currently three or four units are rebuilt each year.

Alcos with a future

All of the Cartier C/M636s are equipped with a package known as "251 Plus." This is a General Electric retrofit kit developed after GE purchased the plant and assets of Montreal Locomotive Works. The kit includes solid steel cylinder liners, which replace the original honeycomb design and result in drastically reduced lube oil consumption. The pistons now have a flat top with a cast "X" or cross on the surface to aid in better combustion (original MLW/Alco designs have a Mexican-hat shape to the top). All units receive PLC microprocessor control during the rebuild (PLC stands for Programmable Logistics

THE SOUTH END OF TUNNEL "A" at Milepost 28 echoed to M636s 49 and 82 and ex-Alco C636 demonstrator 79 on May 30, 1997. RS18s 62 and 64 had a mixed freight (**above**) at Mont Wright on May 15, 1997. In the scene described in the opening paragraph of this article, a loaded train (**opposite**) crossed the bridge at Milepost 30.5 south of Charles on May 28, 1995.

KODACHROME: MEL WILSON

Controller, the latest version of the standard industrial computer, the GE FANUC 9070, used on GE Dash-8s).

Keeping performance in mind, one of the greatest improvements was in the horsepower curve. As built, advancing the throttle in the lower positions produced only small increases in horsepower, but from the 7th to 8th position produced a 1000-horsepower increase! With the PLC control, QCM was able to increase the horsepower output of the lower throttle positions and produce an almost constant increase in output in each of the eight positions. Instead of a sharply curved graph, there is now an almost straight rising line. This was accomplished by programming the desired engine r.p.m.s for each throttle setting into the computer. An added bonus was that the company was able to get almost the same horsepower output at lower engine speeds. As built, the units delivered 3600 h.p. at 1100 r.p.m., but now several units are rated at 3525 h.p. at 1050 r.p.m., with the balance of the fleet rated at 3300 h.p. at 1000 r.p.m. The lower engine speed adds up to better fuel economy, as well as less stress on the engine. The PLC also drives a much-improved wheelslip system, which allows for "wheel creep." The system uses motor commutator speed rather than axle speed as a far more sensitive indicator of wheel slip. For all practical purposes, the rebuilt units are "Dash-8 Alcos."

The brake system on all rebuilt units has been modified, as well. The QCM makes good use of dynamic brakes in controlling its trains, but with only three units on heavy downgrades, train brakes are used in addition to control speed. With the slack bunched in dynamic braking, an undesired emergency brake application could quickly stretch the slack in a train and result in break-in-twos. When asked about this problem, the QCM road foreman of engines simply replied, "it doesn't happen anymore." All of the rebuilt units received modifications to the brake valves so that a precise amount of air is reduced each time a minimum reduction is made. Under the old system, a minimum reduction or preliminary quick service, 6 to 8 p.s.i. is reduced from the brake pipe. QCM felt that this variance was a factor in the undesired emergency application problem, so they made internal adjustments that allow exactly 6 p.s.i. to be reduced every time. QCM's ore cars were also equipped with DB-60 brake valves, and the trains have a very tight brake pipe with very little if any leakage which would also contribute to the problem. "This is a testament to the QCM people; unlike most railroads, they recognized a problem and attacked it head-on to eliminate it."

Equal attention is paid to the almost 1000 cars in the ore car fleet. During its early years, the QCM began a program where a block of 20 cars was removed from the head end of a trainset and cycled through the shop. All components were checked and replaced if close to wear limits, and wheel were reprofiled, as well. The QCM uses a wide flange multiple-wear wheel which can be reprofiled up to four times before being condemned. A block of 20 freshly serviced cars is then added to the rear of the trainset, resulting in each car being completely serviced on a cycle similar to the locomotives, or about 45 days or 13,000 miles. The effect of this maintenance is easily seen, as flat wheels are rare and bad order setouts even rarer. The carshop in Port Cartier is in the same building as the diesel shop and is equipped for anything, even including

Merci

The following people from the Quebec Cartier Mining Company provided invaluable assistance in preparation of this article: Serge Michaud, A.W. Scovil, Byron C Hart, Vyon Rioux, Georgette Gauthier, Jaque Lejune, William Gay and Heli-Transport base manager Francois Perras and pilot Jeff Roy — GARY ZUTERS.

heavy wreck rebuilds. The QCM is also developing a system to detect derailed cars which would warn the crew if a car experienced any unusual bouncing, enabling the crew to stop before major damage can occur.

The Cartier is an isolated railroad in an even more isolated territory, and they maintain everything to the highest standards. Cutting corners is not in their vocabulary, as it would only cost more in the long run. It is often said that "the best way to predict the future is to create it," and this is no more evident than in the way they conduct their operations and treat their people. QCM doesn't sit back and wait for something to happen, they are innovative and make things happen. A number of patents have resulted from their efforts. In many cases, their isolation has been a plus.

The Cartier air force

The remoteness of the line makes road access for maintenance almost impossible, especially in the winter, so the company relies on a fleet of hyrail-equipped trucks for its section and signal crews. In addition, all sidings are equipped with wind socks to facilitate helicopter landings, and many also have storage for drums of jet fuel for refuelling. The QCM contracts two helicopters for its use in remote crew changes as well as ferrying maintenance crews quickly to trouble spots. It is easy to spot a helicopter carrying QCM personnel, as their contract requires them to closely follow the right of way as a hedge against an emergency landing stranding a crew in the bush, especially important in the middle of winter.

Scenery: accessible and otherwise

The Quebec Cartier Railway passes through some mighty spectacular scenery — and while this term is often used, how else can you describe a waterfall cascading down a mountain, passing under a trestle, soaking passing trains with spray! The railway follows the Riviere Aux Rochers Ouest through a long canyon which includes Macdonald Falls near the north portal of Tunnel 1. This portion of the railway is within the boundaries of a Quebec Provincial Nature Reserve, and a park road offers access to the southern end. The park road is a one-and-a-half to two lane dirt or rock surface, which at its best can be described as rough. It is only open from late May to the first snowfall in autumn. It is possible to drive as far as MP 126 near Item siding, and a further trail up to MP 150 exists but is suitable for only high clearance four-wheel-drive or tracked vehicles. This is the most scenic portion of the route, and prime photo locations are only limited by the willingness to do some hiking and climbing.

On the north end, Quebec Highway 389 gives some access between MP 230 to Mont Wright. This highway is a 400-mile drive from Baie Comeau and is part paved, part gravel surface, opened in 1987. The scenery on the north end consists of rolling tundra with stunted spruce trees and innumerable small lakes and bogs which remain frozen, often well into July. There is no public access to the mine or the port facilities and railroad shops.

Port Cartier is almost 400 miles east of Quebec City, via Highway 138 on the north shore of the St Lawrence River. There is no scheduled airline service to Port Cartier, but Sept Isles, 40 miles further east, has an airport served by several regional carriers. Rental cars are also available in Sept Isles, along with a number of motels. There is only one motel in Port Cartier, located on Highway 138. For the north end, regional airline service is available to Wabush, Labrador, which is 30 miles east of Fermont, Quebec, as well as scheduled rail passenger service on the Quebec North Shore & Labrador Railway. A working knowledge of French, the official language of Quebec, is a great asset, but a number of people in the area still speak English. Radio traffic is a different story, as once you get east of Montreal, all conversations overheard on a scanner will be in French. Each morning a radio lineup is issued on the Maintenance of Way channel (160.74 mHz) at 07:00 to assist crews in planning work.

Cartier marked its 37th year of service in 1997, and the future appears bright as the company is expected to be operating at near capacity for the foreseeable future. The well-maintained MLW/Alco fleet will operate well into the next century — the cost of replacing them cannot generate a return on investment great enough to justify the expense. The result is the fleet surviving intact — the last in North America — witnessed by more mosquitoes and moose than people.

EMERGING FROM THE SHADOWS at the south portal of Tunnel A at Milepost 28 were M636s 73, 48 and 45 with a loaded ore train on October 5, 1992, as the photographer worked from a hovering a helicopter.

An old locomotive returns home on a new railroad

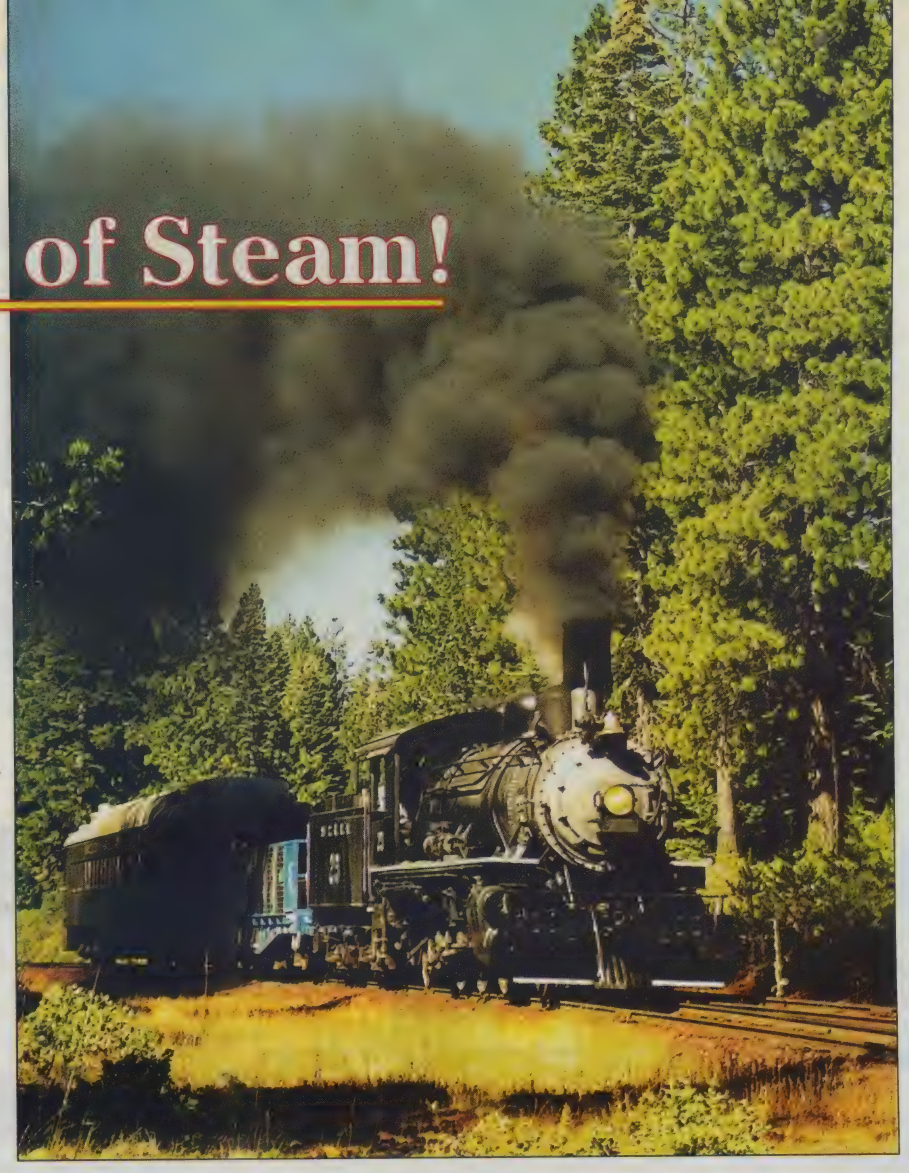
A McCloud of Steam!

by Martin E. Hansen

IN THIS AGE of mergers, branch line spin-offs and steam program cancellations many railfans wonder if today's railroads remember the history that made them great. Just as America's railroads approach the turn of the century and all looks bleak for the future, a bright light shines for the hopeful from Northern California. This light is from a short line railroad that has strived to expand its freight business, resume passenger trains and even return authentic steam power to its rail line.

The year 1997 marks the 100th anniversary for both the small lumber town of McCloud, California, and the McCloud Railway that helped put the community on the map. Begun primarily as a railroad to supply the McCloud River Lumber Co. with logs the McCloud River Railroad (the original name of the line) soon expanded to haul freight as well, in true short line fashion. While lumber products have always made up the bulk of the McCloud Railway's business, both passenger service and general freight service was heavily promoted throughout the early years of the line.

By the 1950s passenger service on



ROMPING THROUGH THE WOODS on the way to Burney on August 31, 1997, McCloud Railway No.25 was pulling upgrade near "Car A," where a water stop was planned. At the beginning of that day she was at McCloud (**below**) with Mt. Shasta magnificent in the distance.

PHOTOGRAPHY / KODACOLOR: MARTIN HANSON, EXCEPT AS NOTED

the McCRRR had been canceled in favor of pure freight hauling. Steam had been retired in favor of a fleet of Baldwin diesels. However, rather than cutting back trackage as many Western short lines were doing in this era, the McCloud River took the bold move of expanding its route miles by nearly one quarter when it built the 35-mile extension to Burney, Cal., in 1955. This new line would tap into a new timber market previously unserved by rail.

The first return of steam

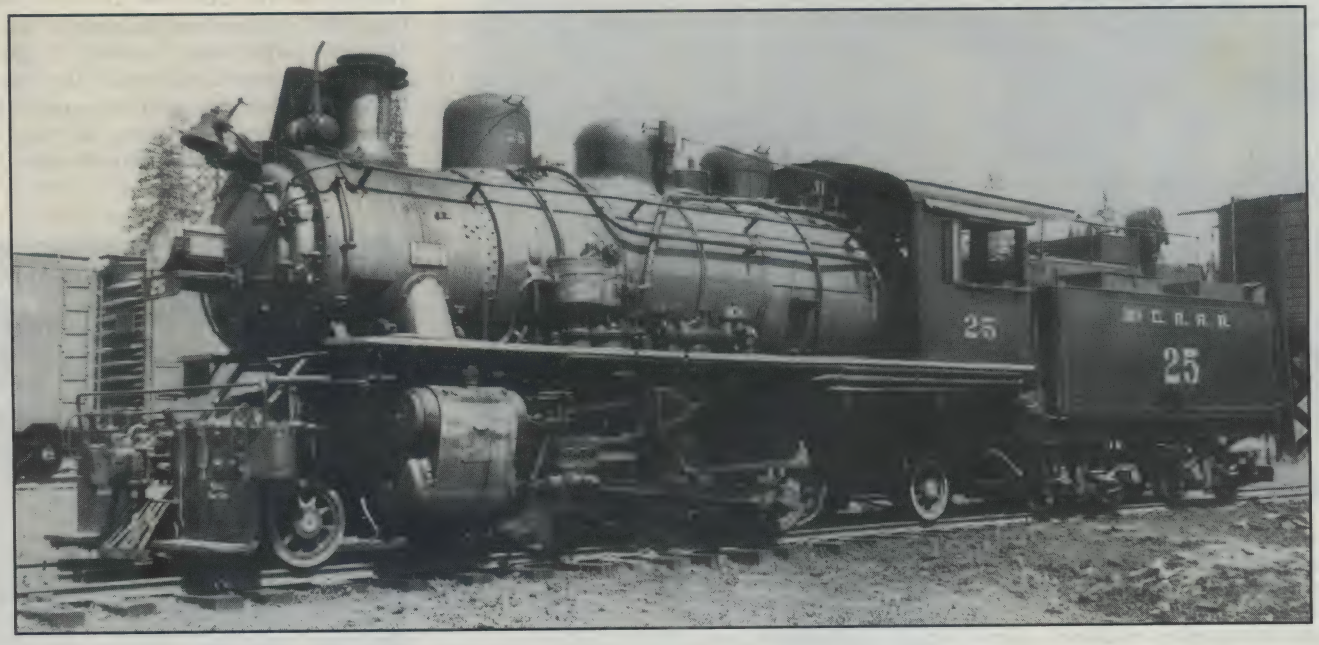
In order to celebrate the opening of the Burney line, the McCloud River brought its last steam locomotive out of retirement to head the first train into Burney for the "Golden Spike" ceremony. Alco 2-6-2 No.25 had been built in September 1925 for use on the logging lines of the McCloud River Lumber Company. She served out her years bringing loads of logs from the cutting areas down to the interchange with the McCloud River Railroad where big 90-ton Baldwin Mikes would take them on into McCloud.

"HAMBONE, HAMBONE, WHERE YA BEEN?" Out from McCloud and back again! That was the itinerary for Saturday, August 30, 1997, as No.25 was framed (**top**) beneath the Hambone station sign.The entire McCloud Railway active roster was on hand at the shop on Sunday with SD38s 37, 38 and 36 and 2-6-2 No. 25, which posed (**below**) for a portrait .

After the Burney Golden Spike Special the 25 was used occasionally on various excursion trains in the early 1960s and again in the early 1970s and finally in the early 1980s. While no formal passenger service existed on the McCloud, the infrequent use of the 25 on excursion trains kept alive the hope of railfans and locals in a possible return of tourist service on the scenic McCloud River Railroad.

By 1992 the railroad was owned by Itel International, which was in the process of divesting itself of its rail holdings. Acting as president of the McCloud River Railroad at that time was Jeff Forbis. When Itel announced its interest in selling or scrapping the rail line, Jeff and his wife Verline decided that the McCloud River was simply too valuable to loose, and they stepped in an bought the railroad.

BERT WARD / MARTIN HANSON COLLECTION



THE 1925 ALCO-BUILT 2-6-2 No.25 was in regular service at McCloud on the McCloud River Railroad in July 1952.

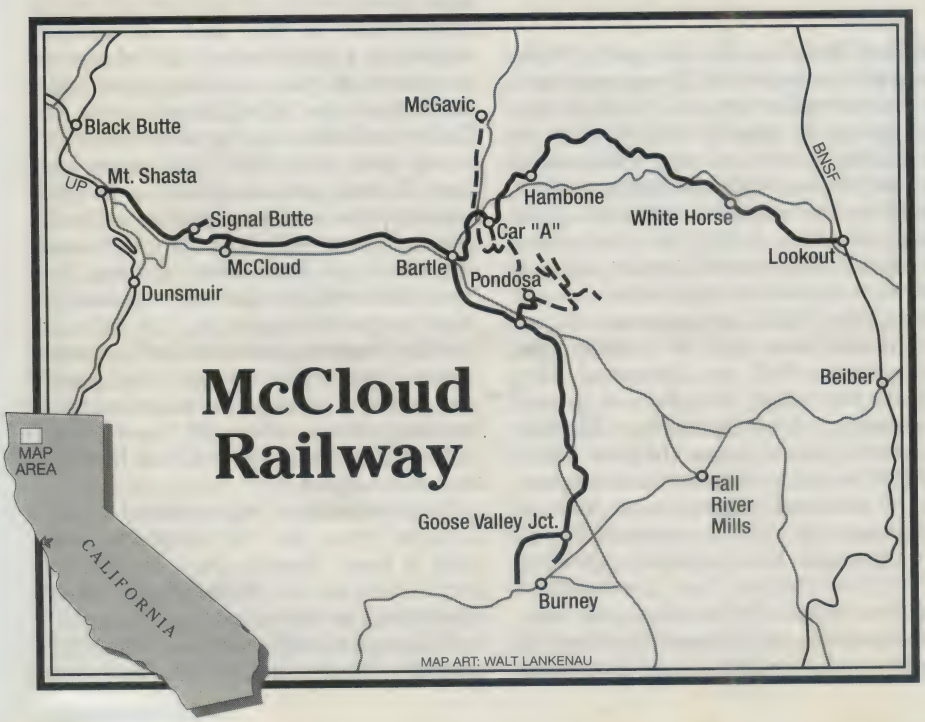
New owners, new name

After the purchase the name was changed to McCloud Railway in order to recognize the new direction to be taken by Jeff and Verline Forbis. Initially they strived to keep the line afloat by selling off timber on the right-of-way and any other surplus assets while working to expand freight traffic. This helped fund Jeff's ultimate goal of resuming passenger service on the McCloud.

An impressive set of Illinois Central passenger cars had been assembled by Jeff in the McCloud shops, where they were gutted and totally rebuilt with unbelievable attention to detail and finish. By the summer of 1995 the "Shasta Sunset Dinner Train" was ready to roll. The first year was a near sell-out as the public flocked back to passenger service on the McCloud Railway. Extra trains were added to handle the overflow crowds. Still, Jeff and Verline's plans were not done. They wanted to see steam trains on the McCloud!

Unfortunately for Jeff, the 25 had been sold by Itel in 1986 to the Great Western Railroad Museum, the last operator of excursions on the McCloud River. Even though the engine was still stored in a railroad shop building in McCloud, she was not serviceable and not available to the McCloud Railway.

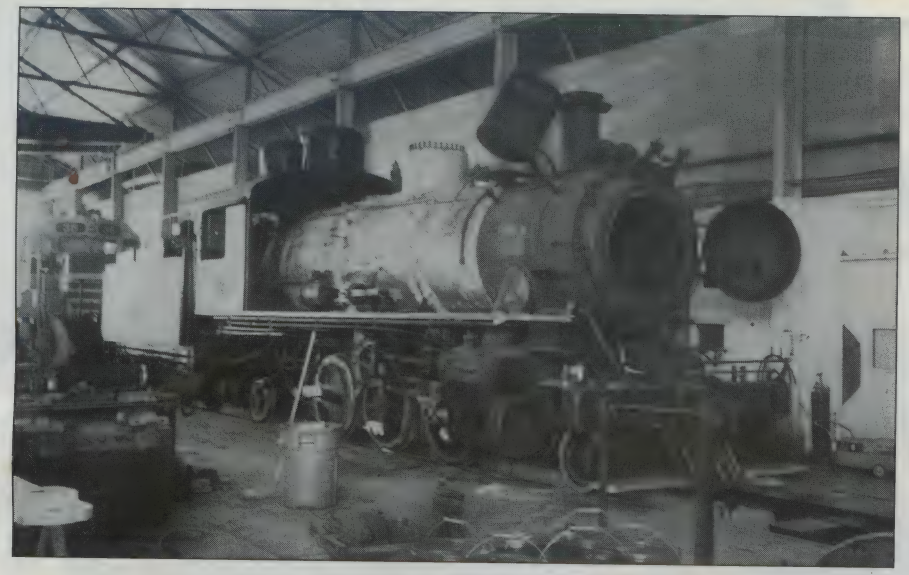
In order to test his belief that steam passenger trains would still be a success at McCloud, Jeff invited the neighboring Yreka Western to send down their big 2-8-2 No.19. This Baldwin Mike had previously served as McCloud River 19 until sold to the YWRR in the early 1950s. Over a spring 1995 weekend, Mikado 19 operated over the entire McCloud Railway system much to the delight of locals and railfans alike. This served to fortify Jeff's determination to return his own steam engine to service on his railroad. The 25 was the natural choice.

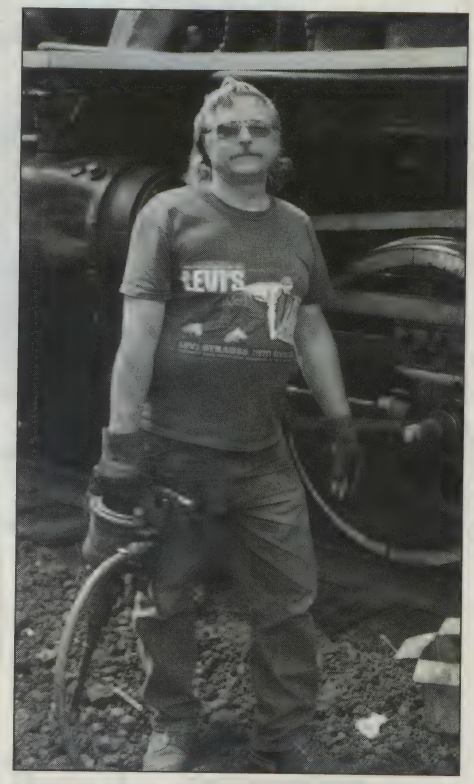


The re-return of No.25

Negotiations began in late 1995 for the repurchase of 25. and after a couple of months, with the cooperation of the Great Western Railroad Museum, title to the little Alco steamer passed back to the McCloud Railway in January 1996. Work on restoring the 2-6-2 was immediately sandwitched in between other shop work on the McCloud diesel fleet and the restoration of additional passenger equipment.

While the repurchase of McCloud's





ON MARCH 8, 1997, the 25 was inside the shop at McCloud undergoing overhaul with its superheaters removed. That same day, Baldwin S12 No.30 (**below**), the McCloud River's third diesel locomotive, was in the McCloud yard in solid yellow paint after being retrieved from the Portola museum. Steam veteran George Lavacot (**right**) was on hand at Curtis on August 31 with the Alemite grease gun that made the 25's 300-mile weekend possible.

last steamer was important to Jeff, it was not enough. He next set out to acquire one of the road's original Baldwin diesels. The unit chosen was former McCloud River 30, owned by the Feather River Rail Museum in Portola, California. The 1953-built S12 switcher had been the third diesel put in service by the McCloud River Railroad. Her arrival in 1953 was the final blow for steam, causing the retirement and scrapping of all remaining steam locomotives, except the 25. Baldwin 30 was sold by in 1963 to Washington logger Rayonier for use on the Olympic Peninsula and ultimately ended up in the Portola museum. Jeff's purchase of 30 was completed in 1995, and it was delivered to McCloud and placed on the shop track to await her rebuild.

Besides restoring early Baldwin power, even the original McCloud River Railroad red and silver diesel paint scheme was rejuvenated by the McCloud Railway. By the early 1950s this paint scheme had given way to a more subdued brown and black livery. With plans to repaint No.30 back to her original silver and red, Jeff decided the rest of the McCloud Railway fleet should receive similar treatment. As of today all but EMD 38 have bee returned to the beautiful paint scheme first worn by McCloud's Baldwins.

With the 100th anniversary of the town of McCloud and his railway fast approaching, Jeff set Memorial Day 1997 as the target date for his return of steam. Unfortunately, Mother Nature had other plans. On New Years Day 1997 a sudden warm rain combined with an unusually heavy snow pack on Mt. Shasta to start a series of floods near the track. When the rain cleared, the McCloud Railway had three serious washouts stopping all traffic on the line. More that one month was required to simply get the freight rolling. By March 1997 the freight trains were once again rolling to the BN (the old GN Inside Gateway) connection at Lookout and all the way to Burney, as well. Unfortunately, the work schedule for the 25 had to be delayed, and the new target date for her return to service was pushed back to Labor Day Weekend.

Alemite and experience

I had been following the progress of 25's rebuild ever since she rolled back into the main shops in 1996. Having been involved in a number of steam restorations in the area, on several occasions I had visited the shops on trips through the area and spoken with Jeff about the schedule of work. On Thursday before the big weekend, I got a call from Jeff. The good news was that 25 had just completed a 40-mile break-in run and had performed well. The bad news was that they had some rod bearings that were getting hot from the break-in and they needed an Alemite gun to help control the heating over the long weekend. Also Jeff indicated he had a green fireman and an engineer who was trying to get re-accustomed to running steam after all these years. Jeff asked if I could give him a hand on this short notice.

I immediately called my friend George Lavacot from the SP 4449 *Daylight* crew. I knew George had an Alemite gun for use on the Baldwin 2-6-2 he is rebuilding in Independence, Oregon. I told George of Jeff's request, and within minutes George was on his way from

his home in Portland, and I was on my way from Bend, Oregon.

Upon arrival in McCloud on Friday we helped in the final adjustments on the 25 and gave the Alemite gun a try on the engine. I gave the smokebox a new coat of graphite, and we were ready for the first weekend. I then asked Jeff what trip he has planned during the weekend. Since the engine was fresh from the shop, I presumed we would take a short trip or two with diesel helpers along for extra power.

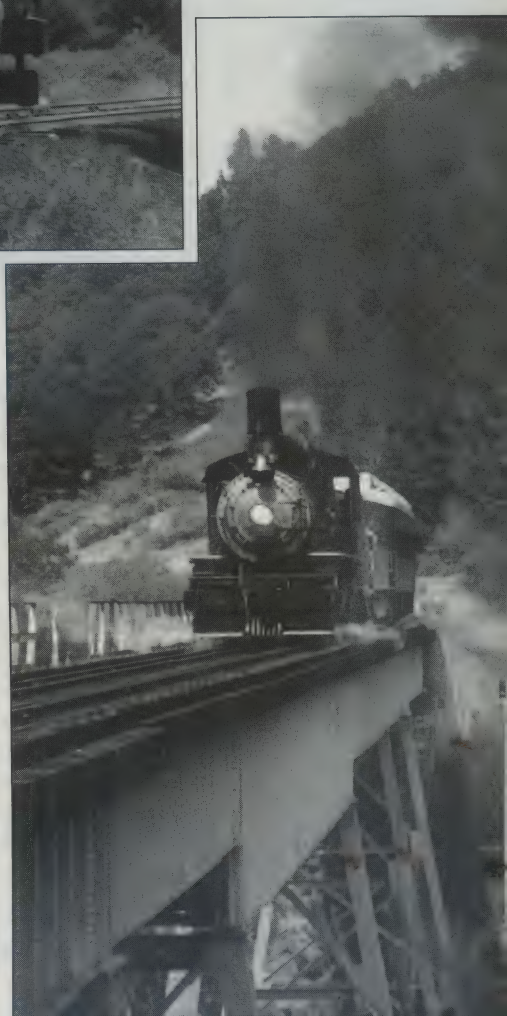
Wrong! Jeff informed me that Saturday would see the 25 leaving McCloud at 7:30 a.m., bound for Hambone, a one way distance of 31 miles. When we got back we would lay over for four hours and then pull the evening dinner train 15 miles over the switchbacks to the town of Mt. Shasta. The next day we would take the 25 and train all the way to Burney, a distance of 56 miles one way. Finally, on Sunday, the 25 and excursion train would go back to Mt. Shasta and pull three 20-mile round trip excursion trains before returning to McCloud. This was an aggressive schedule for the untested 2-6-2, but Jeff felt confident that she was up to the task — now that George's Alemite gun was here.

On the road again

Jeff's confidence proved well founded, as the little Alco ran like a champ over the weekend. EMD SD38 No.37 followed along with a water car to help replenish the 25's tender since the various water tanks along the McCloud have not yet been restored to operation. The SD38 was also used to assist the 25 in braking down some of the line's 4½% grades. The two heavyweight coaches proved to be quite a handful for the 25 on the steep climb to the switchbacks between McCloud and Mt. Shasta, so the SD38 gave a little help to the steam train on this line.

After the three-day, 300-mile weekend, the training of the steam crew had progressed very well. They had encountered high speed running, many miles of operation, steep grades both up and down and many other obstacles encountered when running a 1925 steam engine in 1997. We also encountered enthusiastic railfans and local citizens at nearly every road crossing. Many times people were too excited seeing the 25 speed past to take a picture, so they followed to the next crossing to greet us again and try to get a shot. Even Al Brunello, the McCloud Railway's chief mechanical officer who supervised the 25's rebuild, met us at many crossings — not with a wrench and grease gun, but with his camera! Clearly No.25 had been deeply missed by all associated with the railroad and the town of McCloud.

As the town of McCloud and the McCloud Railway enter their second 100 years the future looks bright indeed. Through the efforts of Jeff and Verline Forbis this wonderful example of short line railroading in its heyday is alive and well. Freight operations are once again balanced with regular passenger trains, and even steam railroading has made a comeback. With new passenger cars being rebuilt in the shops and vintage Baldwin diesel 30 scheduled for her rebuild in the coming weeks, the McCloud Railway is building for the future by recognizing railroading's past.



ON THE SUNDAY run to Burney, the 25 was photographed at "Bear Flat" (**left**). Six miles north of Burney, the 25 crossed the Lake Britton bridge (**below**). This was the 25's first trip over the bridge since it was used in Rob Reiner's movie "*Stand By Me*," which was filmed there in 1984.

The California Street Cable Railroad

ON JULY 15, 1947, car 56 of the California Street Cable Railroad was southbound on Hyde Street crossing California Street on the O'Farrell, Jones & Hyde line. The power house is behind the photographer.

IN THE 1920s, '30s and '40s, there were three separate "streetcar" companies operating in San Francisco. The Municipal Railway owned by the City was strictly an electric streetcar operation. The Market Street Railroad operated both electric streetcars and cable cars, but the California Street Cable Railroad operated only cable cars.

The California Street Cable Railroad had a total of three lines in operation. The first and also probably the most heavily patronized line was the California Street Line. This ran from an eastern terminus at California and Market Streets due west out California Street all the way to Presidio Avenue. This took it up and over the famous "Nob Hill" and past the Fairmont Hotel and across Van Ness Avenue. After the Municipal Railway took over the California Street Company, the line was cut back to Van Ness Avenue, where it continues to be operated today — but only half as long as it was originally.

The second line was known as the O'Farrell, Jones & Hyde Line. It ran from a terminus at O'Farrell and Market Streets, west on O'Farrell Street to Jones Street, then north to Pine Street, west on Pine to Hyde Street and then north on Hyde to a terminus at Beach Street.

PHOTOGRAPHY: BOB WILLEY

CAR NO. 1 was eastbound on California Street (**left**) just east of Hyde Street on July 15, 1947, and car 10 (**below**) was headed west on California at the O'Farrell, Jones & Hyde crossing.

by George R. "Bob" Willey

The powerhouse was located at Hyde and California Streets.

The third line was known as the Jones Street Shuttle, which ran from Jones and Market north to Jones and O'Farrell, where it connected with the O'Farrell Jones & Hyde Line. This line utilized only two cars, Nos. 60 and 61. These were about six feet shorter than all the others and were used one at a time.

Cars numbered from 1 to 21 were assigned to the California Street Line, while cars numbered from 38

AT THE CORNER OF Jones and O'Farrell in 1943, car 45 (**above**) was making the turn east onto O'Farrell. Car 50 was climbing the impressive Hyde Street hill (**below**) on December 26, 1949.

to 58 were assigned to the O'Farrell, Jones & Hyde Line. As mentioned above, cars 60 and 61 only ran on the Jones Street Shuttle. In my opinion, all cars were kept in mint condition by the California Street Cable Railroad Company. The cars always looked "sharp."

The San Francisco Municipal Railway still operates parts of the old California Street Cable Railroad, but it is not the same as it was. The California Street Line is now shortened to Van Ness Avenue, and the O'Farrell, Jones & Hyde Line still has some of the Hyde Street trackage tied in with the old Market Street Railway Washington-Jackson Street Line. What is left is certainly worth seeing and riding if fans ever get to San Francisco.

PRESIDIO AVENUE was the west end of the California Street line, where car 3 (**above**) was photographed on December 21, 1947. The California Street Cable Railroad had two "shortie" cars, 60 and 61, that were used one at a time on the Jones Street shuttle. Car 60 (**left**) was at the corner of Jones and O'Farrell in 1942, having just come uphill from the Market Street connection.

BOOK DEPOT

Alaska's Wilderness Rails (A15127), Brovald. History and photos of ARR. 102pp soft **$9.95**
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard **$41.95**
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft .**$15.95**
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft **$12.95**
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. **$7.95**
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...**$15.95**
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....**$15.95**
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard **$50.00**
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .**$44.95**
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard **$49.95**
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard **$39.00**
By Streamliner New York to Florida (A13814), Welsh. Passenger trains to the Sunshine State. 144pp soft.....**$39.95**
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard **$49.50**
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard **$46.95**
Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft.....**$19.95**
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft **$8.95**
CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft.....**$24.95**
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard **$35.00**
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft **$18.95**
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft **$11.95**
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard **$49.95**
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft **$12.95**
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard **$35.00**
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....**$39.95**
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....**$54.95**
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft **$12.95**
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft **$15.95**
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . **$7.95**
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... **$21.95**
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . **$26.95**
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft **$19.95**
CSXT Diesel Locomotives & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft **$19.95**
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft **$9.95**
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard **$45.00**
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard **$49.95**
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft **$24.95**
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine. 384pp hard **$35.00**
Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard **$39.95**
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard....**$26.95**
Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard.....**$57.95**
East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....**$49.95**
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard **$48.00**
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft **$17.95**
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft **$9.95**
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard **$45.00**
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard **$45.00**
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....**$49.95**
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....**$39.95**
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard **$45.00**
Fairbanks-Morse Locomotives in Color (A14300), Boyd. Comprehensive survey of F-M owners. 128pp hard.....**$49.95**
Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....**$14.95**
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft **$15.95**
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft **$13.95**
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft **$29.95**
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft **$11.95**
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....**$12.95**
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard **$45.95**
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....**$19.95**
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....**$19.95**
History of Carolina & North-Western (A17014), Bumgarner. 140 years of history before Southern. 190pp hard **$49.95**
History of the Georgia Railroad (A17016), Hanson. Illustrated history with rosters. 206pp hard **$49.95**
History of Railroading in Western North Carolina (A17015), Poole. Rails in the Smokeys. 191pp hard....**$49.95**
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft **$12.50**
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....**$3.95**
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard **$29.95**
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....**$49.95**
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard **$16.95**
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft **$6.00**
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard **$37.95**
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft **$39.95**
Lake Michigan's Railroad Car Ferries (A13810), Zimmermann. Great color and B&W pics. 64pp soft **$24.95**
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft **$13.95**
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard **$45.00**
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard **$45.00**
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard **$45.00**
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard **$44.95**
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard **$52.50**
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft **$13.95**
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft **$13.95**
Limiteds Along the Lakefront (A14454), Lind. Illinois Central diesels and electrics in Chicago. 144pp hard **$25.00**
L&N Railroad: The Old Reliable (A17274), Castner, Flanary & Dorin. Illustrated complete history. 232pphard.....**$29.95**
Memories of N&W Power (A14212), Carleton. Steam and a few diessels in black & white. 176pp hard **$34.95**
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft **$10.95**
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft **$15.95**
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft **$17.00**
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard **$35.00**
Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....**$49.95**
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft **$8.95**
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....**$52.50**
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft **$14.95**
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard **$20.00**
New Haven Division: Murray Hil to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft **$15.95**
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.....**$29.95**
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard....**$62.50**
NYC and the Trains of the Future (A17269), Doughty. *Aerotrain, Talgo* and futuristic '40s trains. 102pp, hard **$25.95**
NYC's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard **$50.00**
NYC Lightweight Pass. Cars, Trains and Travel (A17271), Doughty. Data on cars and operations. 152pp, hard **$28.95**
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....**$29.95**
Nickel Plate Road Publicity Photos 1943-1952 Vol. 1 (A17270), Corns. Over 150 B&W photos. 128pp hard .**$25.95**
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft **$5.95**
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft **$14.95**
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....**$19.95**
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard **$33.95**
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft **$4.00**
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard **$49.95**
Northwestern Pacific RR (A17074), Fox. Pictorial of NWP and successors since 1982. 112pp hard.....**$38.95**
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....**$17.95**
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft **$12.95**
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....**$44.95**
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft **$6.95**
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard **$75.00**
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard **$45.00**
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....**$49.95**
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....**$12.95**
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....**$47.95**
PTC Rails (A16867), Kramer & James. Historical B&W scenes from Philadelphia's trolley years. 104pp soft....**$21.95**
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard.....**$39.95**
The Putnam Division (A14425), Gallo & Kramer. The NYC in Westchester County. 80pp soft **$14.98**
R.R. Atlas (Vol. 1): Northeast (00953), Walker. Includes ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD. 74pp soft....**$22.95**
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....**$22.95**
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....**$22.95**
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....**$22.95**
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Includes Upper MI, WI, IL. 80pp soft **$22.95**
R.R. Atlas (Vol. 6): Great Lakes East (A00957), Walker. Includes Lower MI, IN, OH. 84pp soft.....**$22.95**
Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft **$24.95**
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft **$7.95**

The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft **$12.95**
Rails Across the Tundra (A15126), Cohen. Illustrated history of the Alaska Railroad. 144pp soft **$9.95**
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft **$12.95**
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft **$15.95**
Remarkable GG1 (A13406), Zimmerman. Complete illustrated history of classic PRR electrics. 72pp soft.....**$12.95**
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft **$13.95**
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard.....**$28.95**
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard **$42.00**
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard **$41.95**
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard ...**$49.95**
Rock-A-Bye Baby (A16866), Taber. History of Rockaway Valley Railroad. 55pp soft.....**$11.95**
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard.....**$50.00**
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard **$49.95**
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard.....**$49.95**
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard.....**$59.95**
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft **$17.95**
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....**$19.95**
Southern Railway's Spencer Shops 1896-1996 (A17273), Galloway & Wrinn. Illustrated history. 106pp hard.....**$22.95**
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft **$6.95**
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains 422pp hard ...**$55.00**
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft **$17.95**
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pore-Amtrak CZ. 104pp soft.....**$19.95**
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft **$7.95**
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard **$39.95**
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft **$15.95**
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard **$19.95**
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard **$25.95**
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft **$14.95**
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft **$9.95**
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard.....**$42.95**
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft **$19.95**
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft **$14.95**
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard.....**38.95**
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft.....**$24.95**
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard **$44.95**
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard **$44.95**
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard **$12.95**
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft **$8.95**
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft **$8.50**
Twin City Rapid Transit (A14453), Lind. Illustrated history of Minnesota streetcars. 96pp soft.....**$12.50**
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard.....**$39.95**
Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard **$37.95**
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard.....**$49.95**
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard.....**$62.50**
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft **$9.95**
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft **$15.95**
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft **$14.95**
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....**$19.95**
Western Maryland Diesel Locomotives (A17272), Stakem & Stakem. Roster info and photos. 106pp, hard.....**$24.95**
Without Fitting, Filing or Chipping (A15708), Winpenny. Illustrated history of Phoenix Bridge Co. 154pp, soft....**$19.95**
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... **$19.95**

★★ NEW ARRIVALS ★★

STEAM STEEL & STARS
NICKEL PLATE ROAD
Passenger Service The Postwar Years
Kevin J. Holland
The Last Steam Railroad in America
THE ENCYCLOPEDIA OF TRAINS & LOCOMOTIVES
Train Master
The Most Useful Locomotive Ever Built
THE OFFICIAL 1998 EDITION
LOCOMOTIVE ROSTERS & NEWS

Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp, hard....**$22.98**
Last Steam Railroad in America (A12624), Link & Garver. Day and night photos of N&W steam. 144pp, hard.....**$49.95**
NKP Passenger Service: Postwar Years (A17268), Holland. Illustrated history of NKP equipment. 128pp, hard **$26.95**

Official Locomotive Rosters 1998 Edition (A17041), Kerr. Over 850 rosters! Pocket size, soft **$19.95**
Steam, Steel & Stars (A12623), Link. Classic b&w night photos of N&W steam by the master. 144pp, soft **$19.95**
Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft.....**$29.95**

To Order Call Toll Free
1-800-474-6995 24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us: 1-973-383-4064

Carstens Publications, Inc. • **P.O. Box 700** • **Newton, NJ 07860**

I've enclosed $ _____ in: ❒ check ❒ money order ❒ credit card (no cash please)

Please send books indicated below:

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

CHARGE TO: ❒ American Express ❒ Optima ❒ MasterCard ❒ VISA exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

2704

RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932

"BLIZZARD OF SAVINGS!"

We are pleased to offer the following Morning Sun tittles at special sale prices.

"IN COLOR" tittles sale priced at **$34.45** each. ATSF Vol. 1, 2, 3 or 4; BLE; B&M; CB&Q Vol. 1 or 2; CGW; CNW; D&H Vol. 2; EL Vol. 3 or 4; FM Diesel Locos; FRISCO; Hudson to Horseshoe; IC; Insull's Interurbans; Jersey Central Vol. 2; Lionel Inspirations; Milw. Vol. 1, 2, or 3; Minn. & St. Louis, MKT, NYC Photos-Nowak Vol. 2 or 3; NYC Lightning Stripes Vol. 2; NYC Steam, NYC Trackside; NYOW; N&W; NKP Vol. 1, 2 or 3; Pacific Electric; PRR Diesel Years Vol. 5 or 6; Pennsy Steam Vol. 2; PRSL; Pennsylvania Trolleys; Reading Steam; RI Vol. 1 or 2; SOO Line; SP; Under Milwaukee Wires; UP Photos; UP Steam; WM.

"COLOR GUIDE TO FREIGHT AND PASSENGER CAR" tittles sale priced at **$34.45** each: ATSF, B&O; CB&Q; CNJ/LV; D&H; EL; GN; NH; NYC; Northern New England; NP; PRR Vol. 2; P-S; Reading; Rio Grande; RI; Southern; UP Vol. 1 or 2; WM.

SALE STARTS NOVEMBER 1, 1997 AND ENDS PROMPTLY ON JANUARY 6, 1998.

BOOK LISTINGS

B&O Passenger Service Vol. 1 (due ???) 19.95
B&O Passenger Service Vol. 2 (due ???) 21.45
Boston & Albany Vol. 1 ....39.95
Burlington Route Steam Finale 13.45
By Streamliner NY to Florida 31.95
Cabins Crummies & Hacks Vol. 5 ....21.45
Cabooses Of The N&W 39.45
Canadian Car Pictorial Vol. 1 CP 40' Box....17.45
C&O Streamliners: 2nd To None 23.95
Chili Line Santa Fe City Different 35.95
Classic Diesel Locos Vol. 1,2 or 3 .....each 25.95
Colorful Look at: The C&NW 19.95
Durango: Always A Railroad Town 33.95
Heart Of PRR 14.95
High Iron to North Platte 15.95
L&N Diesel Locomotives (due ???) 21.45
L&N Old Reliable 23.95
Locomotive Cyclopedia (due 12-97) 47.95
Manhattan Gateway 35.95
Mine & Mill Modeling 9.95
Modern Diesel Locomotives 9.95
Montour 23.95
New Jersey Transit Rail 23.95
NYC Lightweight Passenger Cars 22.95
NKP Passenger Service-Postwar 21.45
NP Classic Steam Era (due 11-97) 47.95
NYC & Trains of the Future 20.45
New York Transit Memories 13.45
Ohio River & Western 35.95
The Omaha Road (due 12-97) 47.95
PA: Alco's Glamour Girl (due 12-97) 39.95
PRR: Black Gold-Black Diamonds (due 12-97)35.95
PTC Rails 17.45
Pullman Paint & Lettering Notebook 19.95
Railroad Atlas Vol. 1,2,3,4,5 or 6 .....each 17.45
Railroad Color History-PRR 15.95
Railroads in the Woods 31.95
Railroads of the Ohio Valley Vol. 2 ....19.95
Rio Grande: Secret Places 30.95
Rio Grande Southern Story Vol. 3,4,5,6 ea. 53.95
Route of the Rockets 43.95
SP's Oregon Division (due 12-97) 47.95
Spokane, Portland & Seattle 59.45
Sunset On The Sandy River 23.95
T&P Color Pictorial (due 12/97) 39.95
Triumph I 51.95
Upstate Odyssey-LV in West NY 23.95
Virginian Rails 37.95
Walt Disney Railroad Story 47.95
Western Maryland Diesels 19.95
Willamette Locomotive 31.95

100's more titles available

FAX YOUR ORDER VIA
OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $6.5O per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

ON THE MENU

by JAMES D. PORTERFIELD

'Tis the Season(ings)

THIS ONE'S FOR ALL YOU good little girls and boys who hope to see (or give) a holiday gift that will enhance your enjoyment of rail dining. Here is a list items appropriate to anyone who reads this column. Leave it lying where those looking for something to get you will see it.

China

Reproductions of famous dining car china add a special touch to the train room, buffet display or dinner table. The following sets are available:

Mimbreño China, unique designs based on Mimbreño Indian art from 1200 A.D. and used on the Santa Fe Railway's deluxe *Super Chief*, is available in one four-piece or two five-piece place settings (at either $69.00, $85.00 or $95.00) from the California State Railroad Museum Store, 111 I Street, Old Sacramento, CA 95814-2204; 800/417-7245 or 916/324-4390.

The beautiful **Winged Streamliner** pattern, with a delicate brown line drawing of Union Pacific's *City of . . .* streamliner centered on a teal plate with gold band, is offered in a six-piece place setting ($110.00) also by the California State Railroad Museum Store above.

The Baltimore & Ohio's distinctive blue-on-white **Centenary** pattern is available in a nine-piece place setting ($139.00) from the Mt. Clare Crossing Gift Shop at the B&O Railroad Museum, 901 W. Pratt Street, Baltimore, MD 21223, 800/249-1623 or 410/539-2311.

Pennsy's hard-working **Keystone** pattern, off white with tuscan trim bands and PRR keystone herald, in a six-piece place setting ($60.00) from the Strasburg Rail Road Shop, P.O. Box 122, Strasburg, PA 17579, 717/687-7686.

The beloved **Sleeping Chessie** pattern of the Chesapeake & Ohio, used between 1955 and 1971, is available in a five-piece place setting ($69.95) from the C&O Historical Society, P.O. Box 79, Clifton Forge, VA 24422, 800/453-2647.

Michael Leson's colorful **American Rails and Highways** series includes contemporary interpretations of traditional railroad china available in five-piece place settings ($59.95) with Chessie, the Milwaukee Road's *Hiawatha,* Pennsy GG1 (in red or green), New York Central, Union Pacific, Santa Fe and other themes from Michael Leson Designs, 7157 Tiffany Boulevard, Youngstown, OH 44514, 800/821-3541.

New York Central's ***Twentieth Century Limited*** china in a five-piece place setting for $99.50 (plus $4.00 shipping), includes a linen napkin with the NYC oval herald, a replica of Dreyfus' 1938 *Century* brick-red menu and a water glass with *Century* logo. To order, call, or send a check to Private Car Limited, Third and A Streets, Belleville, IL 62220; 618/397-0823 after 5:00 p.m. CST.

The ***Coast Starlight's*** Limited Edition Demitasse Set, accented in gold and numbered for collection, is available for $20.00 by writing Coast Starlight Demitasse Set, Attn: Brian Rosenwald, 810 N. Alameda Street, Los Angeles, CA 90012.

Most of the historic patterns described above are also available in an assortment of individual pieces and "completer sets." Contact sources for further information.

Accompaniments

To go with selected sets of china:

B&O silver in a silver plate with the B&O script imprinted on the handle, in a five-piece set for $50.00 from the Mt. Clare Crossing Gift Shop above.

Pennsy-inspired glassware, with a maroon PRR herald on clear glasses for Iced Tea, Double Old Fashion and Juice (all $3.50 each, four for $12.00), or Stemmed

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

THUNDERING RAILS OVER CAJON PASS

Featuring all today's UP, SP & ATSF heavy uphill freight action that you will enjoy watching over and over again. With a look at both sides of this famous train watchers paradise you can be assured of all the live non stop action you can handle. This tape is a definite must for all serious video libraries. 70 mins.

TAPE OF THE MONTH SPECIAL
$15.95 Reg. $22.95
plus $3.00 shipping & handling U.S.A. $4.00 Canada
CA residents add 7.75% sales tax
send check/money order to:
DIRECTION VIDEO
Hwy 101, Suite #210, Encinitas, CA 92024
TO ORDER CALL TOLL FREE
1-888-987-0074

INSULL'S INTERURBANS

The North Shore, South Shore & CA&E run again in this 52min. VHS video.
Also available-Burlington Steam Odyssey & The Roarin Elgin. Still the same price, order any 2 tapes, take 5% off, any 3 tapes, take 10% off.
REMINISCE RAILS
P.O. Box 4225
San Dimas, CA 91773
$24.95
CA Res. add 8 1/4 % sales tax
Please include $4.00 S&H, plus $1.00 for ea. additional video.

RAILFUN

by CURT KATZ

WITH THE
Royal Train IN England
CLICK!
VRROOM!
MY GOODNESS! CHARLES, ARE THEY MORE OF THOSE DREADFUL PAPARAZZI?
NO, MUMMY...
NATIONAL EXPIRER
HOW DI DIED! MORE MORBID DETAILS!
THEY'RE MERELY STATESIDE DEVOTEES OF THE WISCONSIN CENTRAL.
C.L. Katz
WITH THANKS TO CAPN' DAN
PIP-PIP! PLEASE SMILE AND SAY CHEESEHEAD!

Wine/Beer ($5.50 each, four for $20.00) from the Strasburg Rail Road Shop above.

Cookbooks

These titles are available through bookstores everywhere, including some of those which advertise in RAILFAN & RAILROAD, and from the source identified:

The Harvey House Cookbook: Recipes and Memories from the Great American Dining Experience by George H. Foster and Peter C. Weiglin tells the Harvey story and provides recipes from the famous Harvey dining rooms that marked the route of the Santa Fe Railroad. It's published by Longstreet Press ($12.95, paperback).

Dining Car Line to the Pacific by William A McKenzie is an illustrated history of the Northern Pacific Railway's "Famously Good" food, with 150 authentic recipes. Order it from MHS Press, Order Dept. 151, 345 Kellogg Boulevard West, St. Paul, MN 55102-1906; 800/647-7827 or 612/297-3243 ($19.95, paperback).

Dining by Rail, by James D. Porterfield, is a history of eating on the train accompanied by some 330 recipes from 48 railroads of the "Golden Age" of American passenger railroading. The book is published by St. Martin's Press and is available through Carstens BOOK DEPOT ($35.00, cloth).

C&O Dining Car Recipes, a reprint of the 1947 Chesapeake & Ohio food service manual, is available for $18.95 from the C&O Historical Society, P.O. Box 79, Clifton Forge, VA 24422; 800/453-2647.

Dinner is Served: Fine Dining Aboard the Southern Pacific (see the review in RAILROADIANA) by Jim A. Loveland, priced at $39.95, is published by Golden West Books; P.O. Box 80250, San Marino, CA 91118-8250.

More Books

Specialty titles of interest to those with an eye to collecting:

Silver Banquet II, by Everett L. Maffett catalogs more than 2700 pieces of dining car silver holloware dating from the 1880s. It is available for $40.00 from Silver Press, Box 184,Eaton, OH 45320.

Silver at Your Service: A Collector's Guide to Railroad Dining Car Flatware Patterns by Art Dominy and Rudy Moregenfruh describes railroad silverware and includes over 200 pictures of patterns at full size. Priced at $32.50 from D&M Publishing, 2060 Balboa Avenue, Del Mar, CA 92014.

Miscellany

Other unusual gift ideas that might appeal:

Dining Car, one of Tex Wilson's black and white photolithographs, superbly detailed, hand-colored and in a limited edition of 150, features text and scenes from a dining room — a fully-staffed kitchen, and the loading of supplies, all accented by standalone figures of waiters and a Steward welcoming you to his car — are $75.00 for an 18″×22″ print, or $40.00 for an 11″×14″ print (optional framing is additional) from the artist at 5211 Phinney Avenue N., Seattle, WA 98103; 206/784-4622.

A gift certificate for dinner on your favorite dinner train — see the *1997 Guide to Dinner Trains* in the June issue of R&R.

A SPECIAL GIFT

"Allagash Giants"

Limited edition S# color prints of an original artwork of the abandoned NYC and IHB steam locomotives of the Alla(ash Wilderness Waterway, Maine.

8x10 print w 11x14 mat $15 ppd.
4x6 note cards (5) $15 ppd.

R. Olson, 1249 Valley Rd.
Glen Mills, Pa. 19342

ROYAL GORGE STEAM VIDEO

U.P. Steam Across The Rockies

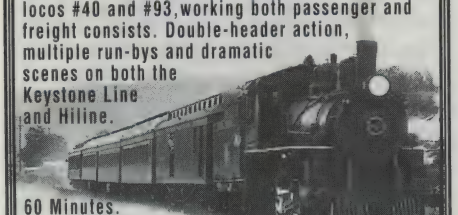
OFFICIAL VIDEO of the U.P. Royal Gorge Steam Special. All 3 days of steam action, photo runbys, on-board and lineside coverage. See the Royal Gorge from above and below! Also Tennessee Pass, Mitchell turns, Soldier Summit, and on to Salt Lake! 82 minutes. Only $21.97. Please add $3.00 per order postage in U.S. and Canada, $7.00 per tape overseas. CA residents please add $1.70 tax per tape. Visa, MC, Discover and American Express welcome. Satisfaction Guaranteed.

VALHALLA VIDEO
1100 Irvine Blvd., Suite 325R
Tustin, CA 92780-3529
Toll Free 888-VIDEO 98
Fax (714)544-3290

844 CHEYENNE STEAM VIDEO NOW AVAILABLE!

NEVADA NORTHERN PHOTOGRAPHERS SPECIAL!

On a weekend in November, 1996 the Nevada Nothern hosted a special event featuring steam locos #40 and #93,working both passenger and freight consists. Double-header action, multiple run-bys and dramatic scenes on both the Keystone Line and Hiline.



60 Minutes.
$29.95
PLUS $3.00 PER ORDER Shipping. NY RES. ADD 8.25% TAX

DISCOVER
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

FAX or Phone: (416) 694-6821

Royal Hudson
Cab Ride
$29.95

Coast Mountaineer: 3716 Steams to Whistler

First we ride the cab of BC Rail's famous Royal Hudson as it twists and turns along the coast to Squamish, then we follow Consolidation 3716 through snow-capped mountains in May 1996. Many runbys, much more, 90 minutes plus previews, 2 hrs in all. $29.95. Duty Paid to USA. Free Catalogue, VHS HQ.

Postage/Handling
Add $3 per order.
Ontario residents
add 8% sales tax.
Canadian residents
add 7% GST.

Cheques payable to:

Video Classics
84 Willow Ave., #37
Toronto, Canada M4E 3K2

Satisfaction Guaranteed or Money Refunded

EXTRA 2200 South
The Locomotive Newsmagazine

Since 1961 EXTRA 2200 SOUTH has been the Locomotive Newsmagazine.

Stay up to date with the ever changing motive power scene, now with more color than ever before.

Extra 2200 South is a 40-page glossy publication dedicated entirely to the world of locomotives. We carry no advertising.

Four-issue subscriptions $15.00, ten-issue subscriptions $35.00, or at better hobby shops and retail outlets.

Extra 2200 South, P.O. Box 8110-820, Blaine WA 98231-8110
Phone (604)444-3506, Fax(604)444-3507, email ihp@iStar.ca

Dealer inquiries welcomed. News, photo and manuscript submissions always welcomed.

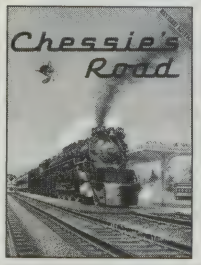
Membership in the Railroadiana Collectors Association, a group dedicated to collecting and preserving dining car china and menus and other railroad memorabilia, includes four issues of a fine glossy quarterly publication, *Express*, and a directory of members, all for $20.00 by contacting Joe Mazanek at 795 Aspen Drive, Buffalo Grove, IL 60089-1359; 847/537-0891 (evenings).

Napa Valley Wine Train, a 30 minute Pentrex video, makes you a first-class passenger onboard perhaps the best known of America's dinner trains. It's item #NVW ($19.95) from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333.

Note that items ordered sent to you have additional shipping and handling charges, that many sources honor major credit cards and, of course, to order early to insure availability and delivery in time for the holidays. For a complete description of some items, some gift shops publish a catalog you can request by telephone.

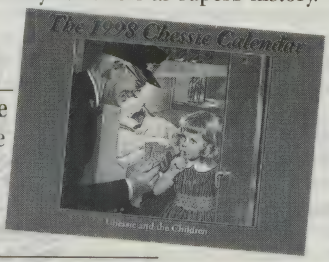
Everybody Loves Chessie!
Many items have special sale prices.

The Chesapeake & Ohio Historical Society has a complete line of Chessie and C&O related merchandise.



Chessie's Road Available Once Again!
Out of print for several years, the only complete history of the C&O from 1836 to 1993. 325 pages with over 300 photos, maps and illustrations. The corporate history amplified by chapters on locomotives, rolling stock and the principal predecessors of the C&O: Hocking Valley and Pere Marquette Railways. Accalimed by reviewers as superb history.

Special Price Only
$31.95 plus $4.00 S/H



The 1998 Chessie Calendar will feature Chessie and the Children; 11 great scenes 1936-1958 showing Chessie and her favorite young people.
This is one of the most nostalgic calendars yet!
Only $8.95 plus $3.00 S/H

Chessie, The Railroad Kitten
64 Pages Softbound over 80 color and b/w illustrations
The most popular railroad book of the past 10 years! Universally appealing story of C&O's cuddly symbol from 1934 to present. Chessie and her family are depicted with numerous illustrations on calendars and ads over the years. Enthralling text about Chessie as the symbol of this great railroad and one of America's most successful corporate symbols.
Only $11.95 plus $3.00 S/H

New Video Tape: Chessie, Her Story
12 minute color VHS tape, originally produced by Chessie System. Professional actors depict the story of artist Gruenwald creating the original Chessie etching in early 20th Century Vienna. First time offered!

Only $16.95 plus $4.00 S/H

Many other Chessie items in our free catalogue, include prints, porcelain figurines, dining car china, glassware, coffee mugs, metal signs and more.

Get a complete catalogue by calling 1-800-453-COHS or by faxing/writing the address below.

C&O Historical Society, Inc. Department RF
P.O. Box 79 • Clifton Forge, Virginia 24422
Visa or Mastercard Orders Only Call 1-800-453-COHS (9am-5pm, Mon-Fri)
or Fax Credit Card Orders Anytime to (540) 863-9159
Virginia Residents Add 4.5% State Sales Tax • Foreign Orders Postage Extra
Maximum Shipping and Handling For Single Order is $7.00

Railfanning is:

Tagging the GE plant in Erie while on the way to the EMD open house in La Grange.

MIKE DEL VECCHIO

THE BLACK & WHITE PHOTOGRAPHY OF
WALTER M. BERKO
featuring "Railroaders at Work" on the Pennsylvania Railroad's New York Division in the early 1960's.
November 4, 1997 to January 10, 1998
Tuesday thru Saturday Noon to 5pm, Thursday 'til 6pm.
WHITE BIRCH GALLERY
135 Northhampton St., Easton, PA 18042 (610)923-5200

SUSQUEHANNA
NEW YORK SUSQUEHANNA & WESTERN RR
by John Krause & Ed Crist

The New York, Susquehanna & Western from Erie steam and railcars through RS1's to GP18's. Picturesque railroading in rural New Jersey is captured by a variety of skilled railfan photographers. Publisher Hal Carstens having a long association with the Susquehanna furnished both photos and encouragement to this project. (C00080) 15.95+S&H

TO ORDER CALL TOLL FREE 1-800-474-6995

VISA/MC/AMEX/OPTIMA accepted. Or please send check or M.O. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

VIDEOS

reviews by Christopher Kimler

Erie Lackawanna triplet

"Memories of the Erie Lackawanna Railroad," in three volumes from Mark I Video, P.O. Box 404, New Milford, NJ; 800/66-MARK1 or 201/262-8444; each of the three tapes runs 30 minutes, color, and sells for $24.95 plus $5.00 shipping (NJ res. add 6% tax); VISA/MC accepted.

It is tapes like these that make me wish I had more room to describe how much I enjoyed watching them. Devoid of limitless space to expound on these three videos, I'll keep it short and to the point: I absolutely loved watching these videos.

Volume one is entitled *Hoboken Terminal to Arden* (N.Y.) and covers the Erie main line through northern New Jersey into New York's southern Southern Tier. For all of you who have seen photographs of Collins' Curve in Waldwick, N.J., which was named after Erie employee and photographer Bob Collins, here is a chance t see moving pictures of it. This tape features parades of Erie Stillwell passenger cars along with healthy doses of Erie RS3s replete with "bug-eye" marker lights. A lot of this footage seems to have been shot in the Erie-Lackawanna

SUBSCRIBE TODAY! and enjoy!

Subscribing saves you money and guarantees you won't miss an issue. Join us.

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE 1(800) 474-6995
OR FAX 1(201) 383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $27.95 ❑ 2 Years $49.95
❑ 3 Years $69.95
CANADA: ❑ 1 Year $35.95
❑ 2 Years $65.95 ❑ 3 Years $93.95
FOREIGN: ❑ 1 Year $37.95
❑ 2 Years $69.95 ❑ 3 Years $99.95
(includes NJ sales tax & Canadian G.S.T.)

Name _____
Street _____
City, State, Zip _____
Ex. Date ___/___
Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA
Card Number _____
Signature _____

Advertising Index for December 1997

A-B

Audio Visual Designs 10
Barnard, Roberts & Co. 12
Steven M. Baron 59
Walter M. Berko 54
Big "E" Video Productions 9
The Book Depot 50,51

C

C&O Historical Society 54
Cajon Rail Products 21
Catenary Video Productions 14
Cedco Publishimg ..... Cover IV
Chandos Television 56
Colorado Railroad Museum 60
Cranberry Junction Hobbies 11

D-E-F

The Depot Attic 11
The Depot Attic at Strasburg 8
Direction Video 52
DPA-LTA Enterprises, Inc. 5
Erie Lackawanna istorical Society 23
Extra 2200 South 54
Fallen Flags 20
Four Ways West 20
Fox Publications 11

G

Golden Spike Enterprises 12
Goodheart Productions 13
Grande Press 8
L.V. Grogan 18

H

Herron Rail Services 14,58
Hi-Iron Railroad Videos 53

I-J-K-L

Illinois Railway Museum 61
International Time Keepers 18
JMJ Video Productions 7
KL&L 59
Knox Station Bed & Rails 61
Joe Lance 18
Carleton F. Loucks 12,18,22

M

Mark I Video ..... Cover II
McMillan Publications 10,15
Edgar T. Mead 6
Metaphor, Inc. 23
Milesposts Publishing 14
Morning Sun Books 62
Museum & Tourist Line Directory 61

N-O-P-Q

National Railway Historical Society 10
Napa Valley Wine Train 61
Nestle's Railroadiana 12
New England Rail Publishers 16
New York Central System Historical Society 6
New York Central System Historical Society Books 12
New York, Susquehanna & Western Historical Society 7
Northern Illinois University Press 6
O&W Historical Society 16
Old Line Graphics 8
Rita Olson 53
Pacing Images 7
Plets Express 20,22
Quiet Please, Recording 11

R

Rail History Prints 10
Railpace 6,62
Railroad Avenue Enterprises 60
Railroad Research Publications 20
Railroad Video Productions 19
Rails 'N' Shafts 17
Railway & Locomotive Historical Society 59
Raritan Bay Hobbies 52
Reminisce Rails 52
Revelation Video 12
Ben Rohrbeck 11,59
Ron's Books ..... Cover III

S

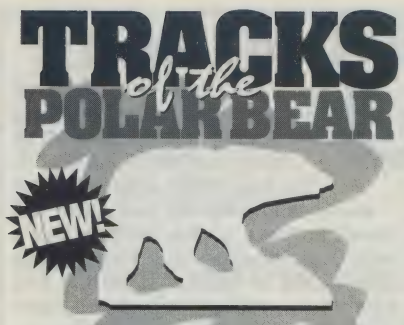
Scanner World 23
Schrader Enterprises 8
Al Sherry 11
Signal Computer Consultants 18

T-U

TLC Publishing 65
Trackside Video 16
Transit Gloria Mundi 59

V-W-Y

Valhalla Video Productions 53
Video Classics 52
Wallin's Slide Approvals 12
Weekend Chief Publishing Co. 18
White Birch Gallery 54



Ride in the Cab, visit dispatch and see the stock in this 1 hour behind-the-scenes video of the legendary Ontario Northland Railroad. **$24.95**

also still available

TRAINS OF THE ST. LAWRENCE VALLEY **$14.95**

See stills from all our videos on the Internet at
www.glen-net.ca/chandos/

Send cheque or money order to

CHANDOS TELEVISION PRODUCTIONS

118 Cumberland St. Cornwall ON K6J 4H5

Cdn Residents Add 7%, & Ont Residents an Additional 8%

days (the early 1960s days of E-L before the hyphen was dropped).

Volume two, *Moodna Viaduct to Binghamton,* takes us along the Erie Railroad's famed Delaware Division. Along the way we see Alco PA's, FA's, five-unit RS3 lash-ups (wow!) and Centuries, and EMD E's, F's, FT's, Geeps and venerable SD45s. GE makes its presence felt with U25B's, U33C's, U36C's, U34CH's and even Union Pacific 5001, a rare U50C that was painted primer grey and tested on the EL as GE5001. These different locomotives are seen at locations such as Black Rock Cut, Shin Hollow, Port Jervis (including the engine terminal, yard and turntable), Hawk's Nest, Mill Rift, Shohola and Pond Eddy along the Delaware River. This is some really impressive stuff.

Volume three takes us for a tour of something close to my heart — Lackawanna Railroad country. *A Scranton Division Scrapbook* presents a lot of action between Orange, New Jersey, and New Milford, Penn., located north of Scranton. Scenic locations include the Delaware Water Gap, East Stroudsburg, Pocono Summit, Nay Aug Tunnel, Roaring Brook Gorge, Scranton, Factoryville Tunnel and Tunkhannock Viaduct. Along the way we see a variety of EL power in both freight and passenger service. As an added bonus, there are passenger U34CH's in freight service (a usage that was practiced on the weekends when motive power was tight) and Nickel Plate Road Berkshire 759 and Reading 4-8-4 2102 (disguised as Delaware & Hudson 302 for the D&H's anniversary) in excursion service.

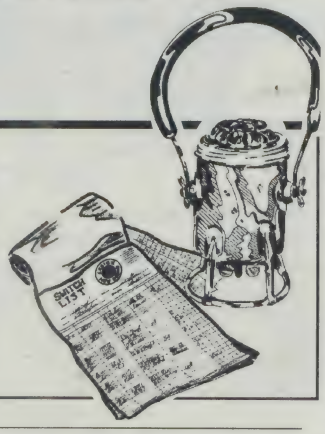
All of the tapes, while not completely comprehensive, present enough great footage to leave the viewer with a warm, fuzzy feeling inside. For those of us who really don't remember the EL (because we were too young or some other unnamed reason) these tapes are excellent way to vicariously enjoy the EL. The dubbed-in audio, as with all Mark I productions, is excellent (a U-boat sounds like a U-boat, and an EMD sounds like an EMD). One minor complaint is that Mark I needs to add some different sounds to their already established arsenal, as some of the sounds repeat. Other than this, everything is great. The archival 8mm film transferred to VHS looks good, and Mark I packages their tapes in sturdy, plastic jackets that will protect them for years — C.K.

Royal Gorge Steam Special

"Steam Across the Rockies," the official video of the *Royal Gorge Steam Special* from Valhalla Video Productions, 1100 Irvine Blvd, Suite 325, Tustin, CA 92780; 714/544-2714; $21.95; 82 minutes, color.

This is excellent coverage of an historic event, the run of the Union Pacific excursion train, from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass. The June 1997 trip featured 4-8-4 844 and E9's 949, 951 and 963 pulling an 18-car train for sponsor Central Coast Chapter NRHS. The 844 was the first steam engine to operate over the line in more than 40 years.

Switch List



CLASSIFIED ADVERTISING: 64 cents per word, minimum order $7.68. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.52 per word, minimum $18.24.

ANNOUNCEMENTS:

NOVEMBER 16, 1997, SIXTH ANNUAL PALANTINE Railroadiana Show and Sale, 10 A.M. to 4 P.M., Ramada Hotel, 920 Northwest Highway, (at Ill. 53) Palantine, IL. Admission $3.00, tables $25.00. Information: SASE, Russell Fierce, 3565 Winston Dr., Hoffman Estates, IL 60195-1865. 847-358-1185. 1297

BOOKS & PUBLICATIONS

NEW ROCKY MOUNTAIN TIMETABLE! Version 4 is fully revised including all shortlines plus BNSF and UP/SP mergers. Including new merger rosters. Just $16.50 Timetables: California $17.50, Pacific Northwest (OR/WA) $16.50, Southwest (AZ/NM) $14.50, Intermountain (ID/MT/WY) $15.50. Maps Roseville $5.00, West Colton $5.00, both $8.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://altamontpress.com 1297

O&CB: STREETCARS OF OMAHA & Council Bluffs, by Richard Orr, 348 pages, 387 photos plus maps & drawings. Only book on this subject. Limited printing. $67.00 via UPS, (check or MO only). Kieser's Book Store, 312 S. 15th, Omaha, NE, 68102-2207. 1297

ATTENTION EUROPEAN ENTHUSIASTS! There is a monthly magazine devoted entirely to the European rail scene—*TODAY'S RAILWAYS* Sample copy - $7.00, subscription, $79.00. Send check payable to "Wise Owld Worldwide Publications," 4314 W. 238th Street, Suite B, Torrance, CA 90505-4509. 310-375-6258. 298

BACK ISSUES Railroad, Railroad Model Craftsman, Trains, others. SASE for list. Alker, 1054 Mayflower Court, Martinsville, NJ 08836. 298

FOR SALE: 3RD PRINTING of "Days Along the Buckwheat and Dandelion", the history of the Unadilla Valley Rwy. Track maps, color photos and more added. $45.00 soft cover, $50.00 hard cover. Add $3.00 for postage and handling. Fred Pugh, PO Box 26, West Edmeston, NY 13485. 398

WORKING FOR THE CHESSIE SYSTEM, (railroad) Inside story by retired AVP. 268 page hardbound. $14.75 to: Vandalia, Box 8392, Huntington, WV 25705. 398

MISSOURI PACIFIC RIVER AND PRAIRIE RAILS, by Michael Bartels. New hardcover book, 204 pages, over 300 b&w photos. History of the MoPac in Nebraska, 1881 to 1982. Includes full story of the Missouri River Eagle and Eaglet. $59.95 with shipping. South Platte Press, Box 163, David City, NE 68632. 198

GHOST RAILROADS OF KANSAS, by Robert Collins. New 80-page, illustrated account detailing all large and small common carriers now abandoned or merged within Kansas. Includes short lines and interurbans, plus active regionals. $22.95 with shipping. South Platte Press, Box 163, David City, NE 68632. 198

EXCURSIONS

OCTOBER 19, 1997 - Rare mileage (ex RI) U.P. 844 excursion. El Reno, Oklahoma, Ft. Worth, Texas. CORC, PO Box 6620, Oklahoma City, OK 73153-0620. 1297

INAGURAL-RUN: San Diego Trolley Mission Valley Line. Entire East Line, some South Line. Shop Tour. Early November 1997. LSASE to: Sponsor: San Diego Electric Railway Association, Box 89068, Attn: Ron, San Diego, CA 92138-9068. Phone Ron Sutch, 619-461-3465. 1297

FOR SALE

OLD STOCK CERTIFICATES! Catalog plus three beautiful certificates, $6.00. Ken Prag, Box 14817RR, San Francisco, CA 94114. 1297

ESTABLISHED HOBBY SHOP, Western Colorado, mild climate. Contact Charles or Esther, 970-245-5504. 398

FOR SALE: P.R.R. embossed poured glass insulators. Limited number of pieces. A part of RR history, or a great gift. Shipped in 48 hours. Send check or money order for $19.95 plus $4.50 shipping and handling to: B.F. Glendye, 119 Maitland Gardens, Lewistown, PA 17044. 398

LODGINGS

THE STATION INN, 827 Front St., Cresson, PA 16630. A trackside B&B near Horseshoe curve. Unique accommodations for rail enthusiasts. SASE for flyer. 1297

RAILROAD ART

NOW AVAILABLE! POSTER/DIAGRAM OF 4-6-4 STEAM LOCOMOTIVE. 65 parts labled on 1930-40's era coal-fired passenger express engine. Educational 22x17 inch 2-color lithograph on heavy matte-finish enamel paper. Frames beautifully - Ideal gift! $8.85 postpaid in tube. Money back guarantee. Walter Oakes, 1430 White Water, New Braunfels, TX 78132, 830-620-5315. 1297

Valhalla used five camera crews and a small amount of commercial TV footage to record twelve hours of raw material. The quality of the images are consistently high, as scenes are sharp, and the digitally recorded stereo sound is very good.

The tape opens with the 844 pulling headfirst into Denver Union Station on June 21, 1997. We see the train passing Palmer Lake, with a short sequence showing the massive traffic jam on I-25 caused by chasers. The shots from Pueblo to Cañon City are all excellent in the afternoon sun. The views on the morning of the second day in the Royal Gorge are superb. One shooter is on the suspension bridge, 1000 feet above the tracks, and one is on the train. The gorge coverage is complemented by a short clip from a local TV station of the train arriving at the Royal Gorge station. These shots give the viewer a fine perspective of the awesome scenery and sheer rock walls and the rushing Arkansas River that shares the narrow defile with the tracks. This was supplemented by a short black and white clip from the 1950s of the Rio Grande's *Royal Gorge* during its customary ten minute stop. Coverage continues of the photo stop at Texas Creek and the arrival at Salida. A variety of fine shots cover the long climb to and crossing of Tennessee Pass. The low light shots of the train in Glenwood Canyon are also excellent. A 9:00 p.m. shot of the train speeding through Rifle, Colo., is amazing in that the train looks like a toy with the passengers in the lighted cars.

Day three from Grand Junction to Salt Lake City, across the high desert of Colorado and Utah provides some fine distance shots of the stark scenery in the area.

next in month RAILFAN & RAILROAD

• **WILLAMETTE RAILS: The railroads of Oregon's Willamette Valley were in the news in 1995 when SP 4449 powered freight in the region. But there's a lot more to the Willamette & Pacific and the Portland & Western than the steam freights. Larry Cantrall takes us to the Pacific Northwest to visit these two G&W Industries affiliates.**

JANUARY 1998 ISSUE ON SALE DECEMBER 1

This is a highly entertaining tape which qualifies as an archival document. With the closing of the Tennessee Pass line the trip will never be repeated, as UP steam program manager Steve Lee has vowed to never operate a steam engine through Moffat Tunnel. Valhalla uses a lot of telephoto shots, an approach that is dictated by the vast territory. There is a good mixture of the 844 working hard and running at over 70 per in the desert. Some of the long shots clearly show the train bouncing over rough stretches of track. This is a worthy video documentation of "The Trip of the Decade," and at $21.95 it is more than worth the price — HAL LEWIS.

RAILROAD AUCTION

AMERICA'S PREMIER RAILROAD AUCTIONS are jointly sponsored every April and October by THE DEPOT ATTIC and GOLDEN SPIKE ENTERPRISES. Additional auctions may be scheduled as needed. Consign your quality items. One piece to an entire collection. The combined knowledge and experience of America's largest and oldest railroadiana firms will earn "top dollar" for you. Auction catalogs contain full description and many photographs. Our mailing list and advertising reaches thousands of collectors. Mail bids accepted. Information: RAILROAD AUCTION, 377 Ashford, Dobbs Ferry, NY 10522. 914-693-5858. 1297

RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1998 Railway Calendar. Color cover and 13 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11x17, $5.95 pp. via first class mail. $3.80 plus $1.92 postage and handling plus 23 cents tax. Calendar, Dept. RR, Box 3452, Scranton, PA 18505-0452. 198

1998 FULL COLOR New England Railroading Calendar features 12(8x10) prints of regional activity @ $8.00 postage paid, also full color frameable calendar prints, our choice, 12/$2.50. Domestic orders only. Mystic Valley Railway Society, PO Box 365486, Hyde Park, MA 02136-5486. Allow 2-4 weeks delivery. 298

1998 OKLAHOMA HISTORIC RR CALENDAR. 3 Rock Island, 3 Frisco, eight others. Mostly unpublished steam era. Central Oklahoma Chapter, NRHS 19th edition. Send $7.00 each or $60.00 for ten. Payable to: CORC, 2936 Bella Vista, Midwest City, OK 73110. 398

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth. Annual Reports, books, magazines, menus, passes, playing cards. Tickets, timetables, tokens, rules, stock certificates, etc. 55 cents in stamps on #10 SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 198

NOSTALGIA RAILROAD CLOCKS! 150 different railds. Free catalog. TTMRR, 2118 Thunderbird St., Hartselle, AL 35640. 298

RAILROAD LIQUIDATION: Trains orders: M&P, B&O, W&M slides. Large assortment of train and trolley negatives and pictures. 300,000 plus, dating back from the early 1900's up to the 1970's. Collection of paper including accident reports, forms, magazines etc. All inquireies, write to: Dennis Rouse, 1166 Linden Ave., Baltimore, MD 21227, or call Denny 410-247-0396 or dot at 410-788-2970. 298

RAILROAD MAPS

1997 MAP Railroads of Continental US, 30"x48" 4-color. Industry standard for 6 years. Highly detailed. Used by government, universities, transportation industry and railfans. Send $26.00 (or $38.00 for lamination) to: Railroad Information Service, PO Box 40085, Georgetown, TX 78628. Call 512-863-6886 with credit card orders. 1297

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 11TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 Robin, Bartlesville, OK 74006-2120. 1297

QUALITY BLACK and white photos 1940's to the 1970's, steam to diesel. PRR, B&O, ATSF, Frisco, RI, EBT and more! Send $3.00 for catalogue to: Ed Birch Photos, 1313 West Britton Road, Oklahoma City, OH 73114. 1297

NEW TECHNOLOGY allows you to take any photo or slide and transform it into a beautiful oil-on-canvas painting. Ideal for your old or new railroad photos or slides. Send $2.00 for information: Nick Gladkoff, PO Box 460478, Escondido, CA 92046. Distributor inquiries invited. 398

DUPLICATE COLOR SLIDES: Amtrak, CSX, Norfolk Southern, Penn Central, others. List and 2 samples $3.00. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 198

RAILROAD SOUNDS

QUALITY STEAM and diesel sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, Box 2435, Cupertino, CA 95015-2435. 498

SOUNDS OF NG steam trains in the Rockies! 60 minute stereo cassette, $9.95 postpaid. Nelson Coryell, 201 Manzano N.E. #4(A), Albuquerque, NM 87108. 298

RAILROAD VIDEOS

614-AUTUMN SPECTACULAR Two hour VHS. Highest quality video and soundtrack. Seven trips, ex-ERIE mainline, 1996. Turntable, high speeds, meets, runbys, starts. Introductory price ONLY $16.14. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 198

AL-CO Video Rental. The best in railroad video rental. Write for details. 3050 Edgewood Street, Portage, IN 46368. 198

CLASSIC RAILROAD & AVIATION VIDEOS - Low prices. Free list. NFV, 1427 w 86th St. #264-T, Indianapolis, IN 46260. 198

NEW: Climb into engineer's seat for real live run over Marias Pass. Amtrak's 346 & 406. Stops at Glacier Park, Essex Mt. Actual run with all engine and radio sounds, dispatcher to train, helpers, train crew to engineer, hot box detectors, 2 hours. Specify summer or winter trip, $29.95 ppd. WRECKS: Northern Pacific North Coast Limited #26 on Evaro Hill, June 10, 1962. Freight train wrecks, Rivulet, Frenchtown Mt. 250 ton brown hoist picking UP cars. 28 min $19.95 ppd. Engineer David Sickles, 562 5th Ave. S., Shelby, MT 59474. 398

WANTED

WANTED: PRR Inter-Regional passenger train consist (make-up) books for April, October, 1954, April, October, 1955, October 1956, October 1957. J.H. Stevenson, 192 Franklin Dr., Berea, OH 44017. 1297

WANT old Railroad china, silver, badges, switch locks, keys, lamps, whistles, builder's plates, wax sealers, telegraphy, etc. Scott Arden, 20457 Highway 126, Noti, OR 97461. 541-935-1619. 198

WANTED:INFORMATION ON QUINCY & Torch Lake especially snow plow built circa 1941 by Russell. Jack Sarhage, 875 River Road, Piscataway, NJ 08854-5549. 1297

WANTED: Old railroading books, magazines, 16mm to 8mm movies, steam diesel, traction, subways. Run to your attic, basement warehouse and get them now! Send listings to: Phillip Larson, 2830 Wenonah, Berwyn, IL 60402. 1297

NEW VIDEO from HERRON RAIL

Produced by New Focus Films and Herron Rail Video

RED DEVILS!

The saga of the Cincinnati & Lake Erie

From Cincinnati to Columbus and Toledo, the C&LE offered fast service on the high speed Red Devil interurban cars. Plagued with wrecks and the automobile age, the line lasted only from 1930 to 1940. This video documentary presents the history of C&LE with rare motion pictures. expert interviews and historic photos. Includes the famous races with airplane and race car and dramatic coverage of remnants of the line today, with visits to wreck site, structures and remaining cars.

60 mins. Narrated Item RD

just $29.95!

FL add 7% sales tax, PA add 6% sales tax
Add $4.00 p&h for 1, $1 for each add tape

Phone orders (Visa, MC)

1 (800) 783-3886

Mail checks or Money Orders to

HERRON VIDEO RAIL

2016 N. Village Ave. Tampa, FL 33612

Internet address: http//rrhistorical.com/hrv

TRANSIT CURRENTS

Spadina trolley line

THE OFFICIAL OPENING OF THE NEW Spadina streetcar line took place in Toronto, Ontario, on Sunday, July 27, 1997. It was the first regular revenue operation of streetcars since service on Spadina stopped in October 1948. The north-south oriented Spadina line is attached to the east-west oriented Harbourfront line service that was launched in 1990.

The opening was a joyous occasion. There were inaugural day street festivals along the line with dragon dancing in Chinatown and a children's puppet show, along with crafts, workshops and food available all along the line. The Spadina line runs through the heart of a very diverse area in Toronto. It links the Kensington market area, Chinatown, Spadina's fashion district and the Toronto Blue Jays' domed stadium. The light rail line connects Spadina station on the Bloor-Danforth subway to Queen's Quay and Spadina. The trolley then turns onto the Harbourfront line and runs to Union Station. The cars will run between Spadina station and Union Station from 6:00 a.m. to 1:00 a.m. and between Spadina station and Queen's Quay and Spadina from 5:00 a.m. to 2:00 a.m. Service will be at least every ten minutes throughout the day.

Mr. A. Biemiller had a delightful time on the opening day and wrote that the weather was beautiful. After the usual political speeches the line was declared open. Free service was offered from 1:00 to 4:00 p.m., and it was reported that 32,000 passengers rode during this period. Mr. Biemiller writes that trees have been planted along a portion of the right-of-way and sculptures reflecting the history and character of the area are placed on tall poles at various points along the line. He says that attractive stations have been built at most stops.

Ten days after the line opened he observed the operations on a Wednesday morning. Cars were running on two-minute headways, and most had standees at 11:00 a.m.

The first proposal for a new streetcar service on Spadina was made in 1974, and it took a long time to reach fruition. The line is interesting in that the streetcars start in the subway at Union Station and come to the surface on Queen's Quay. After running along Queen's Quay and turning north on Spadina, as the cars approach Bloor Street they go underground again so there is a direct underground connection with the Bloor-Danforth subway.

Thanks to A. Biemiller for the news.

New D.C. Metrorail station opens

On June 29, 1997, the grand opening ceremonies for the new Franconia-Springfield Washington Metrorail station in Virginia were held. Franconia-Springfield station is the site of the Joe Alexander Transportation Center. Mr. Alexander was very active on the board of the Washington Metropolitan Area Transit Authority for many years. He was one of the key people responsible for founding WMATA and construction of the rapid transit service. The transportation center contains eight bus bays, parking space for ten high-occupancy vehicles such a school buses and 117 kiss-and-ride spaces. It also has the largest parking lot in the WMATA system, with space for 3,856 cars. The Alexander Transportation Center is connected via a pedestrian bridge with the Virginia Railway Express commuter rail Franconia station on the Fredericksburg line.

The new station extends the WMATA system by 3.5 miles and is the last station to be built in Virginia of the originally planned Metrorail system. Franconia-Springfield is the first WMATA station to open since 1993 and is the 75th station on the system. Eight more stations will be added in the near future. The Red Line Glenmont station Line in Montgomery County, Maryland, is scheduled to open in 1998. Thanks to Marion J. Zych for the news.

New York State news

Residents of New York's Harlem Valley who use the Metro-North Railroad station will have to pay for parking. The rather modest charges — for example, at Dover Plains and Harlem Valley / Wingdale metered spaces cost $1.25 for 16 hours — will help pay for major parking lot improvements. The railroad added hundreds of parking spaces and paved or repaved many of the lots. It also improved security and lighting.

As might be expected, unhappy commuters are bemoaning their fate in having to pay for parking. The charges are used to help offset some of the $9.6 million that Metro-North spent on the upgrading at four stations.

In Rochester, New York, a downtown tunnel may soon be filled in. Sadly, it's the half-mile tunnel that remains of what was once used by the Rochester subway. Rochester was the smallest city to enjoy subway service in the United States. The subway operation started in 1927 and ended in 1956. The service carried about five million passengers annually at its peak in the late 1940s. The half-mile that remains open is used several times a week for freight service, including delivering newsprint to a newspaper located in downtown Rochester. The move of the newspaper's printing plant to another location will end the major use of the tunnel.

Changes in Chicago

Passengers on Chicago's rapid transit trains these days will note that the CTA is planning to eliminate conductors. There is a concern about safety, but CTA says that the

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

opens in Toronto

savings from doing away with the conductors will be $13 million in the first full year. Conductors will disappear from the Red / Howard Dan Ryan and Blue / O'Hare lines this fall.

Perhaps a change greeted more positively by the public is the new Library-State / Van Buren station on the famous Loop elevated structure. A ribbon was cut at the new rapid transit station on June 17, 1997, and actual revenue service through it began on June 22nd. The new $13 million station is located directly north of the Harold Washington library center. Decorated in terra cotta and peacock green, the station has a brick enclosed stairway, escalators and an elevator for disabled passengers.

The new station will serve Brown, Orange and Purple line trains. There are two 450-foot-long platforms at the mezzanine level, which can each accommodate eight-car trains.

The Chicago Public Library adopted the new station under the CTA's Adopt-a-Station program. By the way, if you hurry you can see the library's display covering the first hundred years of the Chicago Loop. That's right, it was 100 years ago that the Union Elevated Loop was put into use. Many thanks to Steve Scalzo and Donald R. Davis for the information.

Flashes

There is still interest in **SAN FRANCISCO** in using a tunnel to extend Caltrain commuter service closer in to the heart of the city. Various alternatives are being explored. One option is a tunnel from near Fourth and Townsend streets to the present Transbay Terminal site. However and whenever the tunnel, ventilation will be a problem for diesel-propelled trains. One version would employ dual-mode locomotives operating at 1500 volts d.c. in the tunnel. Full system electrification is another option. The full system electrification would see an electric railroad all the way from San Francisco to Gilroy. At $279 million, full electrification would be the most expensive to build, but it would cost the least to operate.

The **ILLINOIS RAILWAY MUSEUM** (P.O. Box 427, Union, IL 60180, 815/923-4391) held its vintage transport extravaganza on August 3, 1997. This is the seventh annual vintage extravaganza sponsored by the museum; it included 500 antique autos, trucks, buses, fire engines, motorcycles, miliary vehicles and a generous selection of rail equipment from the museum's collection.

In the **LOS ANGELES** area, the Metrolink commuter rail service is encouraged by the ridership for its demonstration of Saturday service. Ben Kerr sends word that Saturday ridership is at 28% of the Monday-through-Friday passenger load on the Santa Clarita branch. That's in line with the Saturday service on commuter rail lines around the U.S., which is usually about 20% to 25% of the regular weekday passenger load.

From **PITTSBURGH** Jim Cerny says that Port Authority Transit is using humor in an effort to get more riders on its buses and rail cars. Maybe it's working. After the big advertising campaign started, PAT's ridership went up 2.4% in April 1997 compared to April 1996.

It appears that monorail advocates have Representative Jim Bunning on their side in linking northern Kentucky with **CINCINNATI** and King's Island. Transportation planners have been studying the best way to move people between King's Island and the Cincinnati / Northern Kentucky International Airport. Broad-mindedly, Bunning told planners he will withdraw his support for the study if they look at anything other than a monorail system. Thanks to Charles H. Bogart for the news.

In many places, buses and streetcars control stop lights so that they may move through the signals quickly. **PHILADELPHIA** has gone far beyond that. According to the Philadelphia Trolley Coalition newsletter (616 Carpenter Street, Philadelphia, PA 19147; 215/755-7717), there are lots of stop signs along the trolley routes. In some areas on Route 13 there is a stop sign every block.

The proposed high-speed rail project in **FLORIDA** would be for long distance travel, but it could also act as a large-scale commuter railroad for the state. The high-speed train could run between Miami, Orlando and Tampa. There is the possibility for significant commuter service at different places along the line. Mitchell Green says that support is increasing in Miami for expenditure for the bullet train.

GOMACO is renowned for its new "old" trolleys and for refurbishment of existing cars. Two of them were recently delivered to Memphis; one was a single-truck replica and the other a rehabilitated Melbourne W-2 tram. The cars will be used in the current Main Street service and eventually on the riverfront loop line when the trolley tracks are extended to Union Station.

The good people at the **PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION** (One Museum Road, Washington, PA 15301; 412/228-9256) have made major progress on expanding the museum. They closed on a purchase of an additional nine acres of land for extension to the east. The trolley museum made room for a new visitors' center along with indoor storage for all rolling stock. Track extension is also part of the future as well as a loop terminal.

In **BOSTON**, it appears that light rail transit will not replace the Orange Line elevated. In May the Massachusetts Bay Transportation Authority agreed to construct a trolleybus service along Washington Street between Downtown Crossing and Dudley Square. The trolleybuses will replace diesel buses that have been in place since the old Orange Line / Washington Avenue elevated was torn down. It is unclear at the present time whether the trolleybuses will go underground at Downtown Crossing or require riders to use stairs or escalators.

TRANSIT GLORIA MUNDI

Captures the Spirit of the Trolley.

We know what it takes to make exciting videos--skill, experience, and enthusiasm for the trolley car's rich heritage.
Thousands of railfans agree...nobody captures the Spirit of the Trolley better than **Transit Gloria Mundi**. Call today for our free catalog featuring many exciting traction titles.

Let Transit Gloria Mundi take you back!

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept.R-48
Baltimore, MD 21218
(800) 428-7003

NORTH AMERICAN STREET RAILWAYS AT MID-CENTURY - A COLOR SURVEY
96 page 8 1/2 x 11 inch soft cover book with 158 half page color photographs
SPECIAL PRICE $25.00, PA Res. add 6% Tax
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

The Organization for Railroadiana Collectors
KEY, LOCK AND LANTERN
Membership includes our excellent quarterly journal - *Key, Lock & Lantern*. $21.00 per year U.S. ($25.00 Canada & foreign) to: **Treasurer, KL&L, Inc., P.O. Box 66, Penfield, NY 14526**. A Sample copy of our journal with membership application is also available for $5.25.

HOUSTON ELECTRIC

1868-1940
The full story of streetcars in Texas' largest city.
232 pages, more than 240 photos and maps, hardbound.
At book dealers or $39 postpaid in U.S. direct from the author: Steven M. Baron, 435 Park Ave., Lexington KY 40502

RAILROAD HISTORY
Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, relive railroad history of all eras; they enjoy two issues yearly of our illus. journal RAILROAD HISTORY (Avg. 150 pages), keep current with our timely Newsletter. Chapters too! Join Now! Send $20 to: **R&LHS**
BOX 193552B, SAN FRANCISCO, CA 94119

RAIL ENCHANTMENT IN JAPAN - A LOOK TODAY

1997 ACTION IN THE LAND OF THE RISING SUN CAPTURED BY TWO NEW VIDEO PROGRAMS:

1. RAILROAD ISLAND - 90 Minutes.
It's all here - brand new 187 MPH "Nozomi" to Pacific C 571 on the main! Overnight on luxury rivaling the "Orient Express". Trundle through rural beauty on a single diesel car. Train watch in fantastic Tokyo where bullet trains, expresses, locals, monorail and people mover create a public transit showcase unequaled on earth. All four islands are visited, with a few travel tips along the way. Regardless of whether you have been to Japan or ever plan to go, these 90 minutes will prove extremely enlightening.

2. JAPAN TRACTION - 60 Minutes.
Someday they might build a streetcar museum in this land - in the meantime, the cars are still out on the streets! Varied operations from a dozen cities on all four islands are augmented by American-style interurbans hosting a variety of antique and modern rolling stock. In addition, see the 2½ foot gauge twisting mountain lines built for dam construction work and tourists. The Kurube Gorge line pierces through over 60 tunnels! Other lines feature switchbacks, dual-gauge track, and other surprises.

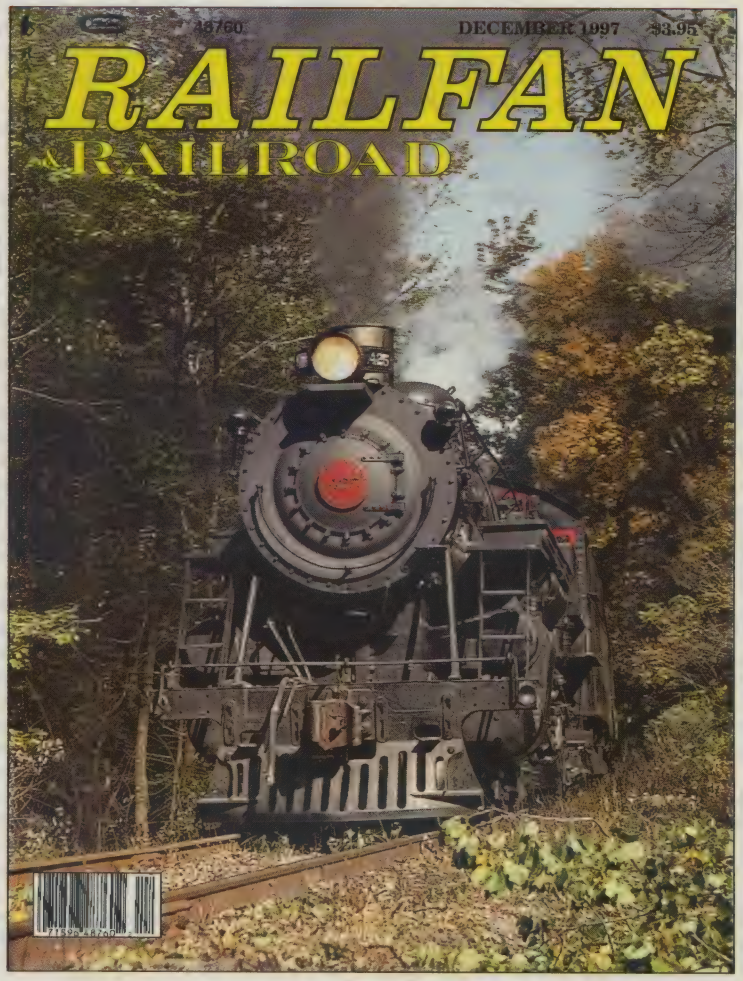
TO ORDER: PACKAGE PRICE IS $49 FOR BOTH; Plus $3 shipping. OR $29 for one, plus $3 shipping. Check, M.O., Visa or Mastercard welcome. For card orders, call 330 630 9817. Ohio residents add 6% tax. Catalog on request.

REVELATION VIDEO
P.O. BOX 129 - TALLMADGE, OHIO 44278

MARKERS

EDITORIAL COMMENTARY

Cover One Contest 1997 Winners



Second Place: William Bokeko

THE 1997 COVER ONE CONTEST brought in 753 entries from 113 photographers, with 667 slides and 86 prints entered in the competition. The first round of judging was done by associate editors Barry and Kimler, which narrowed the field down to 116 slides and three prints by 47 photographers. Editor Boyd joined the judging on round two with 40 images, all slides, by 19 photographers making the cut — and one obvious winner

Colorado Railroad Museum

The Railroad Book Source

CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We **stock** over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

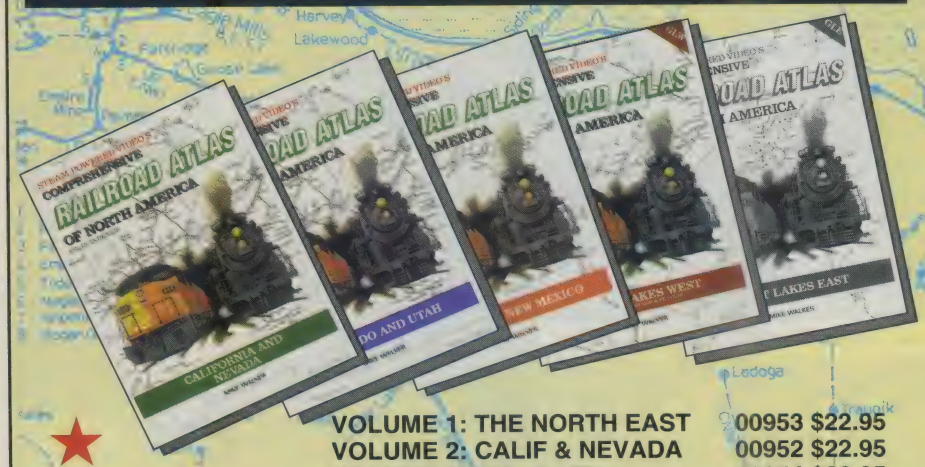
Purchase from us and help to preserve railroad heritage!

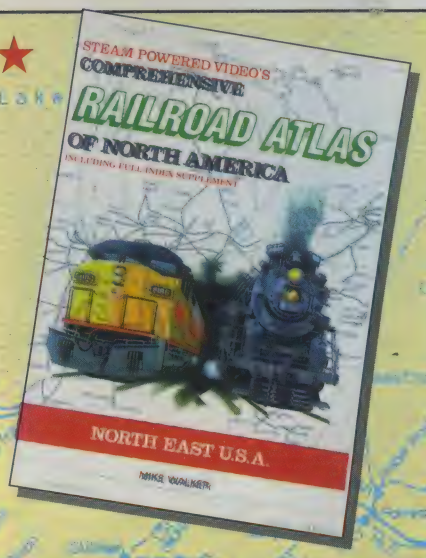
Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

STEAM POWERED VIDEO'S, COMPREHENSIVE:

RAILROAD ATLAS

OF NORTH AMERICA, by Mike Walker





VOLUME 1: THE NORTH EAST	00953	$22.95
VOLUME 2: CALIF & NEVADA	00952	$22.95
VOLUME 3: COL & UTAH	00954	$22.95
VOLUME 4: ARIZ & N. MEXICO	00955	$22.95
VOLUME 5: GREAT LAKES WEST	00956	$22.95
VOLUME 6: GREAT LAKES EAST	00957	$22.95

$22.95 ea. + S&H

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

ORDER BY CALLING: 1-800-474-6995
or FAX your orders to us: 1-973-383-4064

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILROAD MUSEUMS, TOURIST LINES, and DINNER TRAINS

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

ILLINOIS RAILWAY MUSEUM
HOME OF THE NEBRASKA ZEPHYR
Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): **(815)923-4000** Lodging: **(847)695-7540**
http://www.irm.org/
http://www.mcs.net/~devanno/irm.html
Illinois* Don't Miss It!SM
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

GOURMET DINING EXCURSIONS YEAR-ROUND
BRUNCH
LUNCH
DINNER
707-253-2111
Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

KNOX STATION
BED & RAILS
A Bed & Breakfast with a view... of the former Santa Fe main line a mere 100' away!
976 Mine Rd. Knoxville, IL 61448
309-289-4047

For information on advertising in ***Railfan & Railroad*** call John Earley or Pete Uptegrove...
Phone: (973) 383-3355
Fax: (973) 383-4064
e-mail: ads@railfan.com

Please remind your group and family of the importance of safety whenever you are near a right of way... stay alert, refrain from dangerous play and...
U.S. Department of Transportation
always expect a train RAIL ROAD CROSSING
OPERATION LIFESAVER®
1-800-537-6224

RAILFAN & RAILROAD

Introducing our TRACKSIDE *series of all-color hardcover books honoring master photographers of the glory years of railroading!*

New York Central TRACKSIDE

with Eugene Van Dusen by Bill Marvel. Eugene Van Dusen was photographing his favorite railroad, the New York Central, in color during the late forties and early fifties when the road was making the changeover from steam to a multitude of various cab units. Chiefly working the western end of the "Water Level Route" his wonderful efforts are preserved forever in this 128-page tribute.

Order today at the special pre-publication price of:

Each @$40 + $3.50 postage, $5 foreign.

Include street address for UPS delivery.
NJ residents add $2.40 tax.
Available November 15, 1997
After 11/15/97, price is $49.95 each.

Morning Sun Books, Inc.
9 Pheasant Lane
Scotch Plains, NJ 07076

MORNING SUN BOOKS INC.

Are you a photographer from the forties, fifties or sixties? If you are looking to preserve your slide work for posterity and share it with the entire railfan community, please call or write to join what will be a most prestigious series of books.

TRY RAILPACE FREE!

GET A **FREE** SAMPLE ISSUE OF
RAILPACE NEWSMAGAZINE
Since 1982, The Northeast's Own all color Rail Newsmagazine!
Just mail this ad (or a facsimile) with your name and address to the address below.

BIGGER DEAL!
Buy a one-year subscription now for the regular $45 price and get TWO additional months FREE!
(14 months for the price of 12; New subscribers only)

RAILPACE COMPANY Inc.
P.O. Box 927
Piscataway, NJ 08855-0927
VISA-MasterCard accepted

emerging. The third round brought the number of contenders down to 22 slides by 14 photographers, and it was time to start picking the nits to determine the winners.We placed a mock-up of the R&R cover on our projection screen to see how the slides worked with the banner and UPC codes. Here's where our judging got thrown for a loop. The obvious winner was Mark Possin's Santa Fe SD75M 229 (**right**) reflected in a puddle near Pinole, California, but it was too tall and narrow to fit the cover proportions. We awarded Mark the "heartbreaker" award, because his shot went from winner to non-contender by a couple of inches.

Once the reflected warbonnets were out of the way, the next obvious winner was Richard Herbert's photo of Conrail Selkirk-Allentown SEAL southbound at Fort Montgomery, N.Y., in October 1996. It certainly met our number one criteria — the shot was colorful. This was Richard's second winning shot in the contest, as he had a runner-up entry in 1990.

Second place went to William Bokeko of Allentown, Pa., for Blue Mountain & Reading 4-6-2 425 on an excursion on the former-Reading Perkiomen Branch at the Tenth Street crossing in Emmaus. The judges liked the low angle, which kept the locomotive high in the frame, and the way the trees framed the 425. William was a runner-up in 1989 and again in 1991. (The top two photographers are profiled in WE'D LIKE YOU TO MEET . . . on **page 18**.)

The nine runners-up appear in random order on **page 65**. Ron Flanary of Big Stone Gap, Va., got down on the ballast to capture CSX train Q690 at Green Mountain, N.C., on October 6, 1994. Judges agreed that this was the contest's most "non-conventional" angle.

Frederick G. Bailey of Chestertown, New Hampshire, captured a Cape Cod Railroad F10 at Sagamore, Mass., on June 8, 1997. Like the second place image of BM&R 425, this shot used a low angle and trees for a frame.

One of the best angles for a Cover One entry is looking up at a train on a bridge. Green Mountain GP38-2 205 was leading train XR-1 across the Cuttingsville high bridge north of East Wallingford, Vermont, on August 7, 1997, when it was lensed by Grace J. Bailey of Chestertown, N.H. And, yes, Grace is married to Fred, giving us our first husband-wife team to place in the contest.

F.J. "Rick" Ahearn of Hockessin, Delaware, captured Nickel Plate 2-8-4 765 masquerading as Chesapeake & Ohio 2765 near Thurmond, W.Va., on October 23, 1993. That same day Rick photographed the 2765 at Hawk's Nest, W.Va., and that shot appeared on our March 1994 cover — the cover that the staff agrees is one of the best we've ever run.

In-your-face Santa Fe warbonnets make a dynamic image, and Elrond G. Lawrence of San Bernardino, California, captured Dash 8-40CW 881 westbound at Blue Cut on Cajon Pass October 1994. Since the judges like to give the runners-up page a variety of images, there seems to be a sub-contest every year to pick out the best warbonnet shot, and this year Elrond got it.

Last year David G. Lange of Eugene, Oregon, captured second place with a photo of Amtrak's *Coast Starlight* framed by Scotch broom, and this year he did it again. Amtrak "Pepsi Can" P32 503 was leading the *Starlight* at Crale Siding in Oregon's Cascades on May 21, 1995. Once again, a low angle was used, this time with a strong low foreground element and brilliant color.

A train framed in a tunnel is another recurring image that appears in the Cover One Contest, as the portal provides a nice frame for the subject. Scott Snell of Easton, Pennsylvania, shot Conrail C30-7A 6551 with train TV6 exiting the east portal of State Line Tunnel on the Boston & Albany near Canaan, New York, on June 29, 1997. Scott won the contest in 1991 and was a runner-up in 1992, 1993 and 1994.

Reader Gary Pancavage of Langhorne, Pennsylvania, ventured into Center City Philadelphia to photograph CP SD40-2 776 leading D&H train 558X on May 14, 1994. The judges liked the way the red on the locomotive was complemented by the red letters on the building. This was the only winner this year shot on a non-Kodak film, in this case Fuji Velvia (there were also eight Kodachromes and two Ektachromes).

The "golden oldie" for the year was entered by John C. Benson of Cleveland Heights, Ohio. He used a dark sky (caused by a raging refinery fire in Joliet) to contrast the bright yellow of C&NW E8A 510 departing Chicago on September 24, 1977.

Congratulations go out to the winners, and we thank all of you who entered. We'll announce the details and deadlines for the 1998 Cover One Contest by mid-year.

Steve

FUJI SENSIA: MARK POSSIN

MARK POSSIN'S reflected warbonners at Pinole, Cal., went from editors' pick for first place winner to non-contender when it was too narrow to fit the cover format.

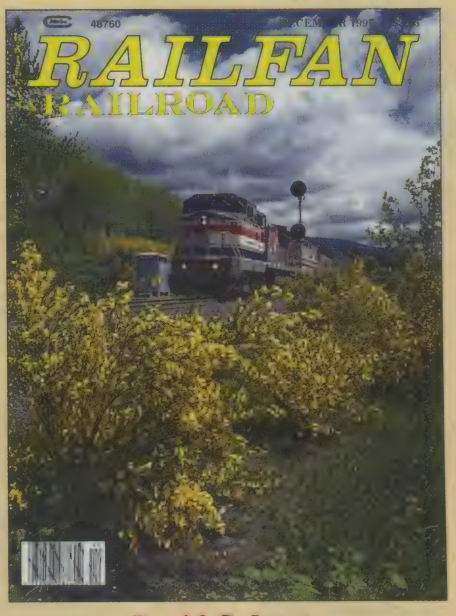
Ron Flanary

Fred Bailey

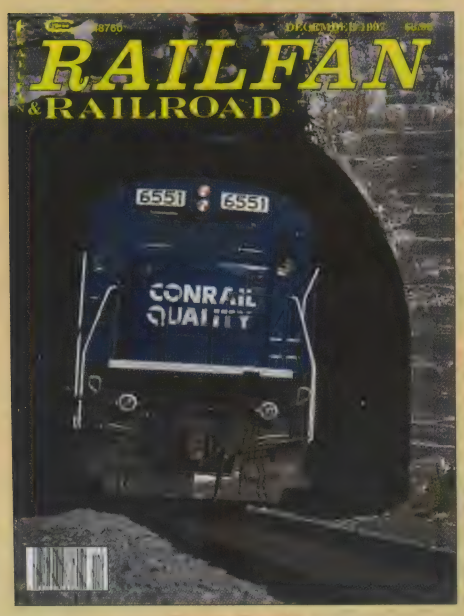
Grace Bailey

F.J. Ahearn

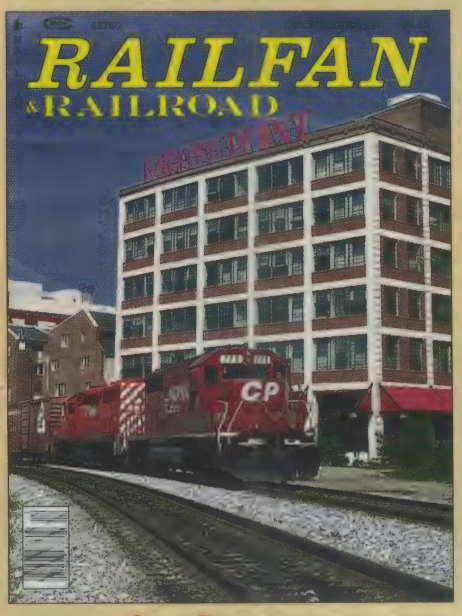
Elrond G. Lawrence



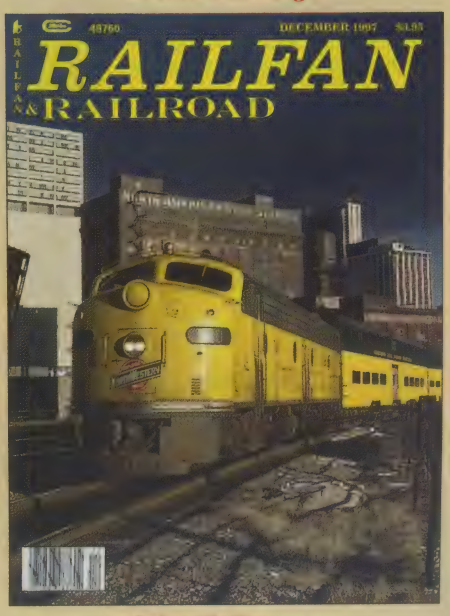
David G. Lange



Scott Snell



Gary Pancavage



John C. Benson

1997 Cover One Contest Runners-Up

EMD 75th Anniversary Open House

FOUR KODACHROMES: MIKE DEL VECCHIO

THE 75th ANNIVERSARY of the Electro-Motive Division of General Motors was celebrated on September 21, 1997, at the recently downsized La Grange, Ill., factory with a line up of eight locomotives old and new. More than 30,000 people attended the one-day event, which included tours of the engine-building plant. On display (**above,** l-r) were CSX SD70MAC 701: the very first GP7, C&NW 1518; Janesville & Southeastern (ex-BAR) BL2 52, owned by Glenn Monhart; UP SD90MAC demonstrator 8204; Belt Railway of Chicago's rebuilt TR2 "cow-and-calf" 501-510, and Monhart's ACL E3 501. CB&Q *Zephyr* E5 9911A (**top**) and C&NW 1518 were provided by Illinois Railway Museum.

A.C. TRACTION locomotives for Eastern roads on display included DE30AC 401 for the MTA Long Island Rail Road and CSX SD70MAC 701 (**right**). An all-new design built by EMD and Super Steel Schenectady at a new facility in Schenectady, N.Y., the DE30C's are 3000 h.p. units in a new carbody riding on fabricated trucks (**page 25**). EMD has a five-year lease on the Schenectady facility, which will result in many more Schenectady builder's plates. LIRR is getting 28 of these British-looking commuter units. SD70MAC 701 is the second of 15 units, making these the first EMD super cabs on CSX and the first SD70MAC for a road other than BN or BNSF. The 701 was at La Grange for CSX crew training, and it will remain through October. Since CSX computers can only accommodate a six-digit model designation, CSX is calling its MAC's "SD70AC's" — MIKE DEL VECCHIO.

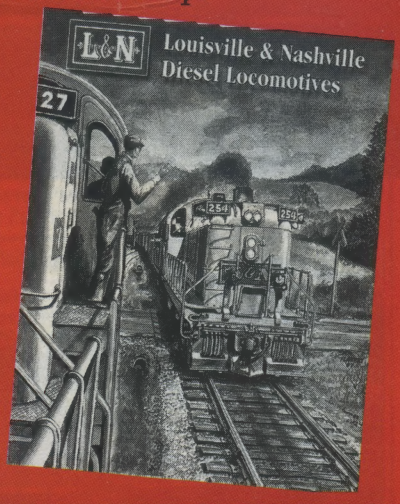
NEW BOOKS FROM TLC

Louisville and Nashville Diesel Locomotives

by Ron Flanary, Charles B. Castner, and Lee Gordon

160 Pages, Hardbound • Fully illustrated with B&W, color photos and maps

This book contains the complete story of L&N's diesels from the first switcher in 1939, down to modern times. The text is supplemented with a detailed roster with dispositions, diagrams, many official L&N photographs, as well as those from numerous other outstanding photographers. Great background information about the L&N is given, as well as its motive power policies and assignments in the early steam-diesel transition years up to the late 1970's. Also included is a historical sketch on each builder and each model of locomotives throughout the period. This book is ideal for both diesel fans and L&N enthusiasts. Due Fall 1997.

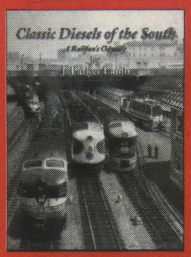


Only $26.95 + $4 S/H
Special Price of $21.95 + $4 S/H
before December 31, 1997

Send For Complete List of Other Fine Railroad Books Available From TLC.

Classic Diesels of the South

by J. Parker Lamb



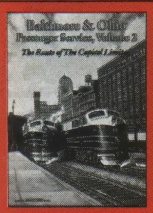
128 Pages, Hardbound• Over 150 B&W photos, color covers.

This lavish book uses some of the best photography of this renowned photographer in the period 1949-1970. Included are SR, L&N, GM&O, ACL, SAL, D&S, West Point, C of G, Tennessee Central, NS (original), IC, Clinchfield, C&EI, VGN, N&W and other lines of the region. Lamb mixed human interest and unusual or dramatic angles, masny action photos as well. Lam's photos have appeared over the years in many magazines and books.

Only $24.95 + $4 S/H
Only $19.95 + $4 S/H before Dec. 31, 1997 and

Baltimore & Ohio Passenger Service, 1945-1971, Vol. 2, Route of the Capitol Limited

by Harry Stegmaier



128 Pages, Hardbound • Fully illustrated B&W and color photos.

The second volume of this study of B&O's post-war passenger service has a great deal of detail on the operation of B&O trains on the Washington-to-Chicago line, including the *Capitol Limited,* B&O's renowned flagship, *Shenandoah, Cleveland Night Express, Ambassador* and many more. Pullman lines, consists and operational details abound, as well as over 150 superb B&W and color photos showing the trains, facilities, people, the cars and locomotives. Everything for B&O and passenger train enthusiasts.

Only $26.95 + $4 S/H
Only $21.95 + $4 S/H before Dec. 31, 1997

Nickel Plate Road Passenger Service, The Postwar Years

by Kevin Holland

128 Pages, Hardbound • Over 200 B&W and color photos

Definitive history of Nickel Plate's interesting postwar service up to the N&W merger, with some information on post-merger operations, Complete car roster with dispositions. Illustrated with scores of superb NKP publicity photos, car diagrams, timetables and other photos from numerous sources. Includes color section.

Only $26.95 + $4 S/H
Only $21.95 + $4 S/H before Dec.31, 1997
Now In Stock!

Other Recent Titles In Stock!

Baltimore & Ohio Passenger Service Vol 1
Hardbound, 120 Pages Over 200 B/W and Color Illustrations
Only $24.95 + $4 S/H

Western Maryland Diesel Locomotives
Hardbound, 128 Pages Over 200 illustrations, Maps and Diagrams in B&W and color. ***• Only $24.95 + $4 S/H***

New York Central Lightweight Passenger Cars, Trains and Travel
160 Pages, Hardbound • 200 B&W and Color Illustrations
Only $28.95 + $4 S/H

New York Central and The Trains of the Future
112 Pages, Hardbound • B&W and color
Only $25.95 + $4 S/H

Send For Complete List of Reproduction Railroad Mechanical Diagram Books For Sale.

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF
1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776
Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra
Maximum Shipping and Handling For Single Order is $7.00

KODACHROME: BRIAN CARLSON

THE BLOOMER LINE, known also as the Bloomer Shippers Connecting Railroad, operates 51 miles of ex-Wabash and ex-Illinois Central trackage in a "T" shape north of Gibson City, Illinois. BLOL started up its operations in 1985 with an SW1200 No.55 (ex-Missouri Pacific 1155) and a GP9 No.91 (ex-Burlington Northern 1949, nee-NP 370). They later added GP9 No. 92 (ex-Conrail 7368, exx-PC 7368, nee-NYC 7368). Recently, the railroad sold the SW1200 to the Central Soya R.R. and added ex-Conrail GP10s 7549 (ex-Conrail 7343, exx-PC 7343, nee-NYC 5943) and 7561 (ex-Conrail 7402, exx-PC 7402, nee-NYC 6002). They have since repainted both Geeps into the railroad's classy CB&Q-inspired livery. The 7549 **(above left)** was resting between runs at Gibson City on August 17, 1997.

EKTACHROME ELITE 100: MICHAEL FARLEY

REFURBISHED GP20C's 2051 and 2052 **(left)** were delivered on July 8 from Generation 2 Leasing to the Red River Valley & Western Railroad, based in Breckenridge, Minnesota. The units, rebuilt with Caterpillar prime movers, were seen in Breckenridge on July 18, 1997.

RAILNEWS

ALABAMA & GULF COAST RAILWAY GP30M 2176 **(right)**, was seen in Goodland, Kansas, on the Kyle Railroad. The 2176 (ex-CSX 4230, exx-Chessie System 3040, nee-Chesapeake & Ohio 3040) will operate on the A&GC (a former-Frisco route between Pensacola, Florida, and Kimbrough, Alabama) which was recently incorporated by StatesRail of Dallas, Texas. StatesRail also owns the Kyle Railroad, which will be supplying nine more GP30M's to the A&GC: Kyle 2175-2184. Service on the 142-mile line is currently set at five days per week, with seven days per week scheduled as business along the line is developed.

KODACHROME: PETER SMYKLA, JR.

KODACHROME: RANDY KELLER

THE FIRST RIO GRANDE ENGINE to be painted into Union Pacific colors was seen at UP's engine facility in Pueblo, Colorado, on July 4, 1997. UP 5347 **(right)** was Denver & Rio Grande Western GP40-2 3095, and was released from painting on May 12, 1997, and represents UP's program to eventually assimilate all the former D&RGW locomotives into Armour yellow. Coincidentally, the 5347 number slot is now occupied by two former D&RGW locomotives on the UP roster. It seems that the 5347 is also an SD40T. Solution: the UP plans to renumber this unit 4003 when it comes in for servicing and painting at North Little Rock, Arkansas. If the UP keeps buying up railroads, will it ultimately have to go to five-digit engine numbers?

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

☆☆☆ **Join Us for 4 Outstanding Shows** ☆☆☆
Nov 1&2-Gaithersburg, MD RRdiana Show
Nov 9-Model RR & RRdiana Show at Staples High School, **Westport, CT**
Nov 16-Model RR Show **Greenwich, CT** Civic Ctr
Nov 23-Model RR Show **Cheshire, CT** High School

Alabama Railroads 36.00
American Railroad Freight Cars S/C (White) . 45.00
American Railroad Passenger Cars 2 Vols .54.00
American Streamliners Pre-War Years 40.50
Baldwin Loco Works (back in print) 32.25
Balt.& Ohio RR Stations & Towers-Niagara Div .18.00
Berkshire & Texas Types 40.00
Boston & Maine in Color 40.00
British Columbia Railway. (Gardner) 72.00
British Rys Loco's & Coaching Stock 1997 20.00
Building the New Rapid Transit of NYC 1915 .16.25
By the EL - Third Ave and its EL at Mid Century . 35.00
Cabooses of the Missouri Pacific Lines . . .67.50
CF 7 Locos: from Cleburne to Everywhere .22.50
Chesapeake & Ohio Coal & Color 36.00
Chesapeake & Ohio in the Coal Fields 20.75
Chicago,St.Paul, Minn.&Omaha RR Photo Arch. 27.00
C&O Frt Cars 1937-65 V1 Hoppers&Gondolas .27.00
Circles Under the Clyde 32.00
Cleveland's Transit Vehicles 40.50
Delaware & Hudson H/C 63.00 . . S/C 31.50
Diesel Locomotives First 50 Years 25.25
Dinner is Served Southern Pacific 36.00
Garden Railway Manual 31.50
Glover Steam Loco; South's Last Steam Builder 35.00
Great Northern Railway 1945-70 Photo Archive .27.00
High Speed in Japan 34.00
History of the Georgia Railroad..... 45.00
History of RRs in Western No. Carolina. . . 45.00
Horse Trails to Regional Rails 44.00
In Search of Steam Donkeys- H/C 49.50
Iron Rails to Alaskan Copper..... 22.50

Audio Compact Discs

An Hour in the Tower (In Stock) 15.00
Authentic Train Sounds - Steam 22.00
Authentic Train Sounds - Diesel 19.00
Back East (2 CDs) 24.00
Way Out West (2 CDs) 24.00

Lake Terminal Railroad 31.50
Last Steam Railroad in America (Link) . . . 45.00
Legacy of the Carolina & Northwestern Ry 45.00
Light Rail Europe 20.00
Locomotive Facilities/Engine Terminals .... S/C 26.50
Logging Railroads of Alabama 54.00
Logging to the Salt Chuck 41.50
Logging Railroads in Skagit County 54.00
Louisville & Nashville - Old Reliable 27.00
Manhattan Gateway 40.50
Milwaukee Road 1850-1960 Photo Archive 27.00
Model Railroading with John Allen H/C..... 36.00
Model Railway Manual 29.75
Model Railway Design Manual 18.00
My Western Pacific 27.00
NEB&W Guide HO Stm Era Frt Cars (Revised) . . 45.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I to Steam-Era Frt Car Guide-Paint . 18.00

OLDIES BUT GOODIES (Limited Quantities)

American Narrow Gauge Railroads H/C (Hilton) .58.50
Burlington Northern & Its Heritage 36.00
California Railroads 42.25
Erie Power 54.00
Heartland - Midwest 45.00
Impossible Challenge II 58.50
Living in a Depot 30.50
Richmond, Fredericksburg & Potomac (Griffin) .26.00
Rio Grande Scenic Line of the World 36.00

"WHATS NEW?"

B&O Pass. Service V1 (1945-71) Nat. Ltd. 22.50
B&O Pass. Service V2 (1945-71) Cap. Ltd. 24.25
BNSF 1996 Motive Power Annual 40.50
BNSF & MRL Loco Directory 1997 .....23.50
Burl. Nort. & Santa Fe RR in 1996 (Dorin) 44.00
Cabins Crummies & Hacks V5 Northern N. Amer30.50
CB&Q in Color Vol 2 .....40.00
Chicago & Northwestern in Color V1 1941-53 . .40.00
Classic Diesels of the South 24.25
Classic Freight Cars Vol 10 - Work Trains .24.25
Chicago Northwestern Ry Photo Archive . .27.00
Classic American Streamliners 27.00
A Colorful Look at Chicago No. Western (Bernet) 18.00
Confessions of a Train Watcher-4 Decades 36.00
Denver Northwestern & Pacific 36.00
Denver & Salt Lake 36.00
Frisco Power (Collias) 63.00
Furniture & Automobile Boxcars (Santa Fe) V3 . .40.00
The Heart of the Reading RR: Reading, Pa. 23.50
High Iron to North Platt 18.00
Houston Electric Street Railways - Texas . 35.00
The Lionel Inspiration - Color (Brennan) . .40.00
Locomotive Cyclopedia H/C 54.00 S/C . . .49.50
Louisville & Nashville Diesel Locos 24.25
MDC Shay Handbook 17.00
Milwaukee Road Vol 3 (Morning Sun) 40.00
Milwaukee Steam Power 51.25
Montour Railroad (Hardcover) 45.00
Narrow Gauge Pictorial Vol 11 .....29.75
Narrow Gauge Steam - British 27.00
Nickel Plate Road Pass. Service Postwar Years . .24.50
N-Scale Product Line 22.50
NYC and the Trains of the Future 23.75
NYC Trackside with Eugene Van Dusen . . .40.00
NY Transit Memories 16.00
Northern Pacific Part 3 Classic Steam Era .54.00
Official Ry Equip. Register - 1953 Reprint .49.50
Ogden Rails 22.50
Omaha Road (Chicago, Minn., StPaul & Omaha) 54.00
PA: Alco's Glamour Girl - Color 45.00
Pacific Electric Vol1 .....40.00
Pennsy Power (Back in Print) 45.00
Pennsy Steam Years Vol 2 .....40.00
PRR Color History 18.00
PRR Triumph 1 Altoona to Pitcairn 58.50
Pullman Paint & Lettering Notebook 22.50
Railway Prototype Cyclopedia Vol1 .....19.00
Route of the Rockets 49.50
Southern Pacific Oregon Division 54.00
Steam Locomotives of the NYC 45.00
Sunset on the Sandy River 24.00
Trains Across the Continent (N.A. RR History) . .40.50
Trains We Remember (Passenger - Wayner) .24.50
Walt Disney's RR Story 54.00
Western Maryland Diesel Locos (Stakem) . . .23.75
Willamette Locomotive 36.00
Wisconsin Central Photo Archive 27.00

ALL Greenberg Books at Discounted Prices.

1930 Loco Cyclopedia - Reprint 65.00
New Haven Power (Swanberg) 72.00
New Jersey Transit 27.00
New York Central Later Power 63.00
New York Central Lightweight Pass Cars 26.00
NYO&W & the Dairy Industry in Central N.Y.. 56.25
Nickel Plate Road 1943-1952 Vol 1 (Corns) . .23.25
Norfolk & Western in Color Vol. 1 1948-1964 . . .40.00
The Northwestern 45.00
Pennsy Power III 67.50
Passing Trains 40.50
Phoenix Bridge (Without Fitting, Filing...) .18.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Charles Smiley Presents

Cajon Pass Tour (UP, SP)..... 25.75
Chatsworth ans Santa Susana 22.00
Santa Fe Desert Tour 25.75
Southern Pacific, The Missing Years 22.00
Southern Pacific Scrapbook..... 25.75
Southern Pacific Sunset..... 25.75
Tehachapi The Tour (SP, SF) 25.75
Tennessee Pass..... 25.75
Union Pacific Mojave Gateway 25.75

Paul Samuels

The Chicago Transit Auth.: An "L" of a RR 25.00

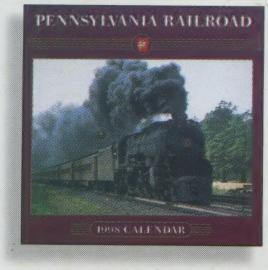
PTC Rails 19.75
The President Travels by Train 36.00
Public Service Trolley in NJ (Hardcover) . .56.50
Pullman Heavyweight Cars 45.00
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea. 36.00
Railroads of the Adirondacks (Kudish) . . .49.50
Railroad Atlas of North America- NE; CA&NV; CO&UT; AZ&NM; WI&IL; MI,IN,OH each 21.00
Railroads of the Ohio Valley V1.21.50. V2 . 22.50
Railroad - What it is, What it does 26.00
RGS Story Vol 6 .....63.00
Rutland Road H/C 63.00 .....S/C 31.50
Santa Fe Coast Line Depots - Valley Division .45.00
Second Ave. EL in Manhattan 27.00
Santa Fe Freight in Color V1 - Boxcars . . .54.00
Soo Line in Color 40.00
Soo Line 1975-1992 Photo Archive 27.00
Southern Ry's Spencer Shops 1896-1996(Galaway) 20.75
Spokane, Portland & Seattle (Dill) 67.50
Spokane, Portland & Seattle Cabooses . . .26.00
Subway Cars of the BMT (Greller)..... 31.50
Tanana Valley Railroad Gold Dust Line (Deely) 45.00
Third Ave. Railway System in Manhattan 25.25
Toledo, Peoria & Western 25.25
Trademarks of the Santa Fe Railway 27.00
Trains of America 40.50
Trains of Cuba: Steam, Deisel & Electric (Wolf) .16.00
Trainmaster 27.00
Twelve Historical NYC Street & Transit Maps .27.00
Union Pacific Switchers & Slugs 22.50
Upstate Oddyssey- Lehigh Val RR in W.NY 27.00
UP Steam Big Boy Portraits H/C 35.00. . S/C 25.25
Union Pacific RR Painting Guide 1903-30 S/C .25.00
Union Pacific Type V2 (Kratville) 76.00
Union Pacific Power V1 or V2 ..... ea 27.00
Union Pacific Modeler V1 or V2..... ea 19.00
Union Pacific Cheyenne West Part 1 ..... 34.00
Wisconsin Central 45.00
Winston Salem 22.50
Yellowstone Branch of the UP RR 18.00

RON'S COLLECTOR'S CORNER

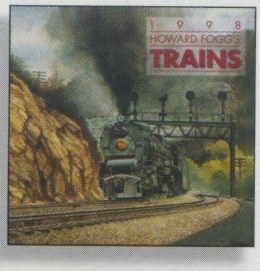
Centnl. Hist. of the PRR (Burgess & Kennedy) 100.00
Chesapeake Beach Railway 50.00
Colorado's Lonliest RR - San Luis Southern . 65.00
Colorado Rail Annual #9 (H/C)..... 50.00
Commuter Railroads 25.00
Everywhere West - The Burlington Route . 50.00
The Giants Ladder..... 95.00
Great Northern Railway (Wood-PFM) . . . 135.00
Iron Horses to Promontory (Best) 40.00
Journeys to Amtrak..... 25.00
Kansas West (Anderson) 45.00
Loco 1 The Diesel 40.00
O&W (Helmer) 40.00
Otto Perry's Railroad Pilgrimage 95.00
Passenger Trains & Terminals (Drodge) . . 60.00
The Railroad Station (Meeks)..... 45.00
The Railroad that Ran by the Tide 45.00
The Soo Line (Dorin)..... 60.00
Southern Pacific Bay Area Steam 50.00
William Henry Jackson's Rocky Mt Album . 700.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

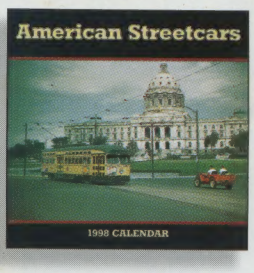
WE BUY COLLECTIONS



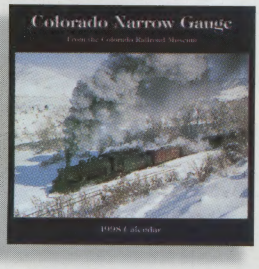
Pennsylvania Railroad 517-9



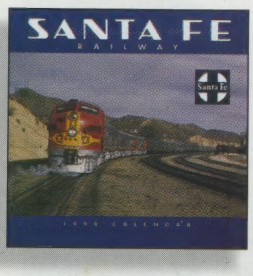
Howard Fogg's Trains 461-X



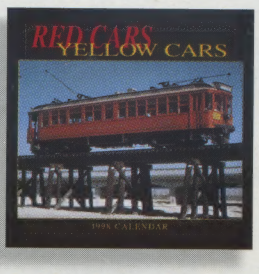
American Streetcars 404-0



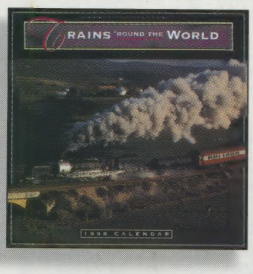
Colorado Narrow Gauge 433-4



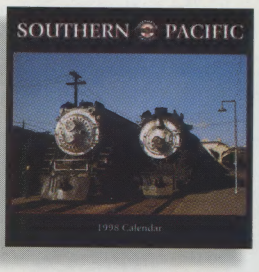
Santa Fe Railway 533-0



Red Cars/Yellow Cars 528-4

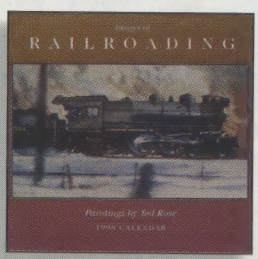


Trains 'round the World 555-1

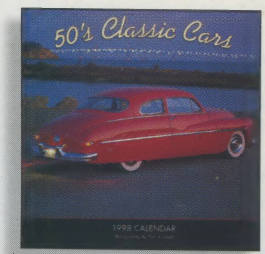


Southern Pacific 541-1

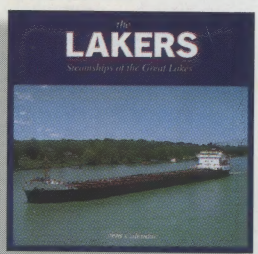
Those Magnificent Planes 551-9



Images of Railroading: Paintings by Ted Rose 525-X



Fifties Classic Cars 455-5

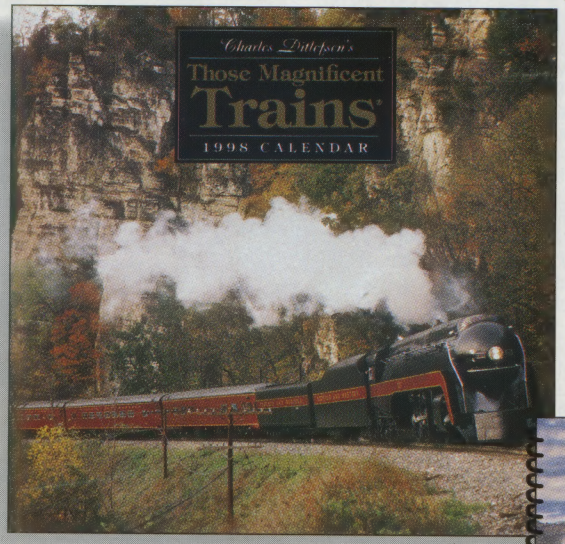


The Lakers 489-X

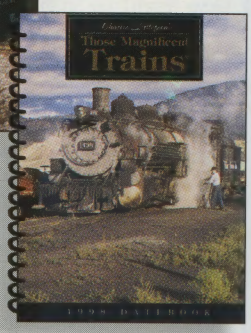
Charles Ditlefsen presents

Cedco's 1998 Calendar Collection

Calendars to keep you on track all year long . . .



Those Magnificent Trains® 552-7



Those Magnificent Trains® **datebook** 582-9

Wall calendars are 12" x 12", opening to 12" x 24" and contain twelve full-color images. The datebook is 5" x 7", wire-o bound and features 36 full-color images.

Prices: 1 item $12 2 items $20 3 or more items $9 each

Get one FREE! Order five calendars/datebooks and receive a sixth one free.

Shipping and handling: U.S. and Canada add $3 for the first item and $1 for each additional item ($10 maximum). International, add 50% of total order. Sales tax: for delivery to California, add 7.25%, delivery to New York add 8.25%, and delivery to Nevada add 7.0%. U.S. funds only. No CODs.

Visa and MasterCard welcomed.

Order 24 Hours a Day!
By Phone, Toll Free 1-800 233-2624
By Fax: 1-415-721-0221
Internet: www.cedco.com

Or order by mail by sending check or money order to:

Cedco Publishing Company
100 Pelican Way, Dept. 8500
San Rafael, CA 94901

Visit our website to find over 175 other exciting titles.
e-mail: sales@cedco.com